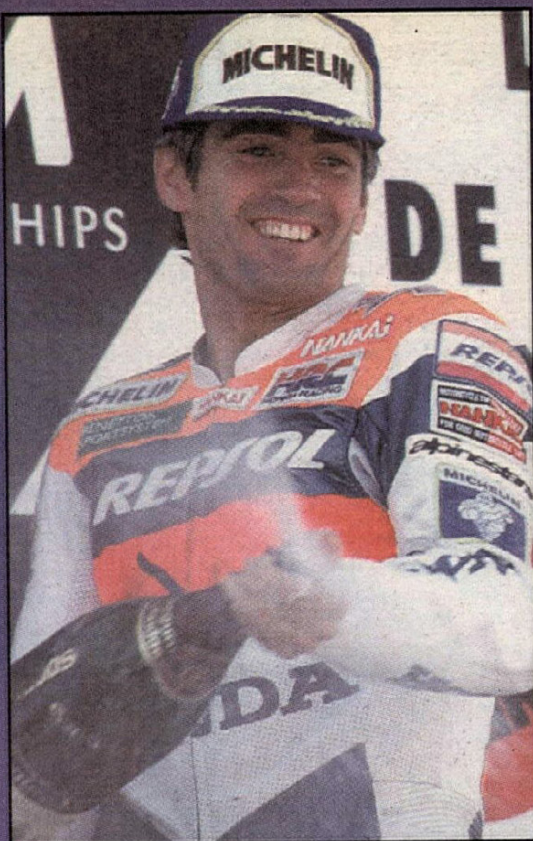


CYCLE NEWS

America's weekly motorcycle newspaper

May 22, 1996: Number 20

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DOOHAN
GRABS
SPANISH
GP
THRILLER

NATIONAL
MOTOCROSS
CHAMPIONSHIP

McGRATH
WINS TWO;
WindHAM
TAKES
FIRST-EVER
125cc
OVERALL



JEREMY McGRATH leads GREG ALBERTYN

KEVIN WINDHAM

IN THE WIND

Doug Lampkin (Bet) won the Scottish Six Day Trial in Fort William, Scotland, on May 5-10. **Graham Jarvis** (Sco) and **Rob Crawford** (Bet) finished second and third, respectively. **Lonny Hallsted** (Bet) was the highest-finishing American, tallying 60th place out of the 205 starters.

Scott Summers (Hon) edged out **Scott Plessinger** for the overall win at the Grand National Cross Country race in Brownsville, Pennsylvania, on May 11. Summers took the win by a wheel length over the defending GNCC champ. Third went to **Doug Blackwell** (Kaw), while **Fred Andrews** (Yam) and **Duane Conner** (Yam) rounded out the top five.

Mike Lafferty (KTM) scored the overall win at the Ridge Run Enduro in Stanhope, New Jersey, on May 12. The event was round five of the ECEA Enduro Series. The runner-up was **Mark Spence** (Kaw), followed by **Bill Atkinson** (Hon). **Richard Lafferty** (KTM) and **Rich Shirk Jr.** (Kaw) rounded out the top five.

Former National Enduro Champion **Kevin Hines** (CRE) was the overall winner at the CATRA Hare Scrambles in Fishouse, New York, on May 12. Hines battled with runner-up **Tom Norton** (Yam) throughout the race, but pulled out to a minute-and-a-half lead at the end. **Todd Levesque** (Yam) finished third.

Quarter-mile speedway and dirt track motorcycle racing will return to Southern California for the first time since 1993 as International Speedway will host an event at Bakersfield Speedway in Oildale, California, on June 1. In addition to the speedway bikes, there will be speedway sidecars and a 600cc Pro-Am dirt track class. The Pro-Am riders will be racing for a \$2500 purse. The race will mark the first time that speedway has visited Bakersfield since the mid-'70s. International Speedway has also scheduled a similar quarter-mile speedway and dirt track at Perris Auto Speedway in Perris, California, on June 5. "We need to get dirt track going in Southern California again," International Speedway promoter Brad Oxley said. "I'd sure like to see it happen again, and if we have to combine them with the speedway at first, then that's just laying the groundwork for future events." Any riders interested in contesting these events should contact Oxley at International Speedway, 714/492-9933. All events will be AMA-sanctioned and thus pay AMA points.

Speaking of international speedway, British Premier League-based American rider **Charles "Dukie" Ermolenko** was injured in a pairs meeting in Neustadt, Germany, on May 5. Ermolenko, who rides for the Long Eaton Invaders, suffered a broken femur similar to the injury that befell his older brother **Sam Ermolenko** in the same country in late 1993. The latest word was that Dukie Ermolenko was stuck in a German hospital and was desperately trying to make his way back to England to be with his wife Julie, as the two are expecting their first child any day now.

All of the overseas-based American riders wishing to gain entrance into the 1997 World Individual Speedway Championship Series have confirmed that they will be at Fast Fridays Speed-

way Auburn, California, to compete against the top Northern and Southern California-based speedway racers in the American Final on May 18. There was some doubt as to whether internationals **Mike Faria**, **Chris Manchester**, **Charlie Venegas** and **Brent Werner** would return to compete at the Northern California track, which is not up to FIM size standards for a world championship event. But the AMA has stood fast in its efforts to hold the round, which will transfer the top four qualifiers to the Overseas Final in Coventry, England, on June 9.

Legislation that would repeal California's **mandatory helmet use** requirement for motorcyclists aged 21 and over has bogged down in committee, according to the AMA. Earlier this year, Assembly Bill 244, sponsored by Assemblyman Bill Morrow (R-San Diego), was approved by the state assembly and sent to the senate for consideration. The Senate Transportation Committee had hearings on the bill on May 7 and allowed proponents and opponents of the legislation a half-hour to present their views. Members of ABATE of California, the Modified Motorcycle Association and the AMA were on hand to support the repeal effort. Robert Rasor, the AMA's vice president of government relations, presented testimony documenting that motorcyclists are just as likely to be insured against accidents and injuries as automobile drivers, countering a common criticism of helmet-law proponents who claim that the public pays the majority of the health-care costs associated with motorcycle-related injuries. Rasor urged the committee to approve AB 244 so that California's adult motorcyclists can decide personal safety issues for themselves without government intervention. After hearing testimony, committee members voted 6-2 against the legislation, but did approve a motion from the bill's sponsor that it be brought back for reconsideration later in the legislative session. Supporters of the bill plan to redouble their efforts to garner support for legislation with key senate members before the next committee vote.

The May 4 Amateur/Pro-Am dirt track scheduled for May 4 at the Indianapolis State Fairgrounds in Indianapolis, Indiana, was **rained out**. Spectator and entry fees are good for the upcoming June 15-16 event at the fairgrounds.

Two-time Class 400 SCORE Champion **Ron Gray** is fighting Multiple Myeloma, a rare form of blood cancer, at the UCLA Medical Center in Los Angeles, California. Cards and letters can be sent to Gray at Triverton House, Attn: Ron Gray, 900 Triverton Ave., Los Angeles, CA 90024.

Hatch Gloves will be supporting the privateers who post top performances in the AMA Superbike and AMA National Motocross Series in 1996. A \$500 award will be presented to the top National MX privateer with another \$500 award going to the top superbike rider at the end of the season.

The **1996 AMA National Hillclimb Series** will begin on May 19 in Middlebury, Indiana. Hosted by the Iron Horsemen Motorcycle Club, the hillclimb will feature the likes of defending National Champions Steve Dresser and Paul Pinsonnault.

Young second to none

Husaberg's Mike Young took the overall win with 2-3 moto finishes in the fourth round of the AMA Western National Four-Stroke Motocross Series, held in conjunction with the AMA National Championship Motocross round at Glen Helen Raceway in San Bernardino, California, on May 12. It was his second overall win in as many weeks.

White Brothers's Spud Walters took his XR416 to second-place honors with a 2-3 moto tally, while KTM's Lance Smail took his 620 to third overall with 8-3 moto finishes. Brian Manley rode his KTM to fourth with 1-7 motos, and CCM's Terry Fowler rounded out the top five for the day with a 5-5.

Young still leads Smail in the championship point standings by 17 points, 180-163. Round four will take place in Ogden Utah, on June 8.



ESAB Welding and Cutting Products will sponsor the first "AMA Mechanic on the Mile" award, with a custom leather jacket and an ESAB Purox Trademaster professional welding and cutting oxy-fuel outfit being presented to the mechanic who shows the "most tenacity and professionalism" at the May 26 Springfield Mile. The 1996 AMA Mechanic of the Year award will be presented at the AMA Awards Banquet in Las Vegas, Nevada, at the end of the season, with **Motorcycle Mechanics Institute** providing the winner with a vacation package to one of two MMI campus locations, either in Phoenix, Arizona, or Orlando, Florida.

Road racers **Doug Chandler** and **Mike Smith** will be guest instructors at the annual two-day Penguin Racing School at New Hampshire International Speedway on June 11-12, just prior to the AMA Superbike National Championship round at the same facility. This year's program will include a basic road racing school as well as the advanced-pro school. Penguin will also host the Jimmy Adamo Memorial Twins race at Loudon the day before the Superbike National. For more information, call 207/548-2100.

Danny "Magoo" Chandler led a group of motocross racers, including Greg Albertyn, Steve Lamson and team manager Roger DeCoster, in visiting a group of some 500 students at the White Rock Elementary School in Rancho Cordova, California, on May 6. The racers and former racers spoke on the importance of staying in school, safety and how to come back in life after a series of tragic struggles.

The **California Superbike School** has posted contingency money in the NASB 125cc Grand Prix class for the top three finishers who have completed one of the Keith Code/Moto Liberty 125cc GP schools. Three schools remain on the calendar: Oakhill, Road America and Loudon. For more information, call 800/530-3350.

Former AMA National MX and Supercross Champion **Rick Johnson** finished

15th in the NASCAR Craftsman Truck Series at Evergreen Speedway in Monroe, Washington, on May 11. Johnson qualified 21st.

On Monday June 10, the U.S. Classic Racing Association will present the **U.S. Vintage Grand Prix** at Loudon's New Hampshire International Speedway. In addition to vintage bikes, the event will feature a number of vintage riders - and sponsors. Sixty-six-year-old Canadian Jack Canfield, who has raced continuously since 1958, will be sponsored by Mac McConney, who will turn 100 in July. Canfield will race McConney's 1970 Benelli 650 Tornado Twin. The event will also honor another living legend: American Kurt Liebmann, who like Canfield started road-racing in 1958 - at age 16 - and likewise raced every year since then. Liebmann will ride the Honda CR750 American Honda gave him in 1970 which he has kept ever since. Also present - and competing in some cases - will be the "Reunion Riders" who raced the old Belknap "Laconia" track, predecessor to the Bryar Motorsports Park circuit at Loudon which was in turn replaced by today's New Hampshire International Speedway's road course. Other well-known vintage racers competing at the event will include Todd Henning, a five-race winner (every race he entered) at the 1996 AHRMA races at Daytona and a six-race winner (of seven entered) at the AHRMA Willow Springs event this spring. The \$10 tickets include infield parking and a pit pass. For further information call USCRA at 603-239-6778.

Plans to close the famed **Bridgehampton Race Circuit** on Long Island in New York have been delayed yet again. As a result, all four LRRS road racing events scheduled at the track for this season will be held. Strong sentiment in favor of keeping the track in operation and concerns about the environmental consequences of developing the property surfaced at recent town meetings on the matter, and have at least delayed the current owner's plan to turn the property into a golf course and residential development.

The **American Trials Association (ATA)** has announced its donation of \$10,000 to the USA Trial des Nations Team Fund. The funds were generated from an industry-sponsored drawing which included two 1996 trials motorcycles donated by Montesa and Gas Gas at the recent 26th Annual El Trial de Espana in Victorville, California.

Stadiumcross racing returns to the Chowchilla Fairgrounds in Chowchilla, California, after a three-year hiatus. The series will run on Saturday nights, beginning on June 1 and running through July 20. For more information, call 209/541-0860 or 209/667-7109.

The Ogden, Utah, round of the **AMA Western National Four-Stroke MX Series** has been replaced with a round at the Owyhee M/C Club Raceway in Boise, Idaho, on July 20-21, according to Mike Young Sr.

Pro Circuit will have a support technician on hand at every AMA Amateur MX National in 1996. The technician will be able to provide assistance with jetting and suspension and will also allow riders to test exhaust pipes. For more information, call 714/993-5400.

After getting approval from its Board of Directors, **Harley-Davidson** has announced funding for continued implementation of expansion plans aimed at increasing motorcycle production at existing facilities and a new site in Kansas City, Missouri, to accommodate the transfer of Sportster production. The plans call for most of the expansion to take place at the company's existing facilities. Additions are to be made at the company's York, Pennsylvania, assembly plant; Tomahawk, Wisconsin, fiberglass facility; and in the area of Milwaukee, Wisconsin, power-train manufacturing plant. In addition, construction of a new plant in Kansas City is expected to be completed by 1998. The additional capacity will enable the company to meet its goal of producing 200,000 motorcycles by 2003 - Harley-Davidson's 100th anniversary. "We are enthusiastic about the future of Harley-Davidson Motor Co. and its continued growth in markets both domestic and international," said company president and CEO Jeffrey L. Bleustein. "As we ramp up production, we expect to be able to significantly reduce the amount of time our

riders must wait to purchase a Harley-Davidson motorcycle." The company expects total capital expenditures of approximately \$180 to \$200 million in 1996, \$160 to \$180 million in 1997 and \$120 to \$140 million in 1998.

According to a release issued by the Sturgis Rally & Races, the **Excelsior-Henderson Motorcycle Manufacturing Company** will unveil its **Super X** motorcycle at the rally in August.

With his victory in the Spanish 250cc Grand Prix, **Max Biaggi** kept alive his string of 14 consecutive podium appearances and 21 consecutive point-scoring finishes - it was his 13th win in the last 21 races. Biaggi's string of consecutive point-scoring finishes began when he won the Czech Republic GP in 1994. Biaggi has now won a total of 18 250cc GPs, moving him into a tie with Jim Redman for sixth on the all-time win list.

The milestone **500th 500cc Grand Prix** will be held in Imola, Italy, on September 1. The first 500cc Grand Prix ever held was won by Britain's Harold Daniell on a single-cylinder Norton for the Isle of Man in June of 1949.

Who has the highest winning percentage of all 500cc Grand Prix riders? How about **Kenny Roberts**. The three-time World Champion started 58 GPs and won 22 of them for a winning percentage of 37.9. Next on the list is **Freddie Spencer** with a winning percentage of 32.3 followed by **Wayne Rainey** at 28.9. **Michael Doohan** is currently at 28.7 percent with 27 wins in 94 starts. The man with the highest average points per start is Rainey. The three-time World Champion averaged 17.39 points per start.

Michael Doohan's win in the Spanish Grand Prix on May 12 marked the first time the Australian has scored four wins on the same race track. Doohan has raced in eight GPs at Jerez and has four wins and four pole positions to show for his efforts. Doohan's win at Jerez was Honda's eighth at the Spanish circuit (Doohan 4, Wayne Gardner 2, Eddie Lawson 1 and Alberto Puig 1). Yamaha won the race in 1988 with Lawson and Suzuki won in 1993 with Kevin Schwantz.

One surprising statistic that comes from GP promoters Dorna is that an **American** rider hasn't won a 500cc

Grand Prix in the last 20 races. Americans were dominant from 1978 to 1993, but have recently given way to an Australian and European dominance.

The AMA Superbike National Championship round scheduled for the Metro-Dade Homestead Motorsports Complex is being billed as the **Powerade Superbike Challenge presented by Suzuki**, according to track president Ralph Sanchez. The race will mark the AMA debut on the new 2.21-mile, 14-turn Homestead road course.

Germany Husqvarna distributor **Zupin Moto-Sport GmbH** has announced a race bike rental program for riders interested in participating in the **1996 International Six Day Enduro**, scheduled for August 12-16 in Hameenlinna, Finland. Riders can choose from the following motorcycles: Husky 410, Husky 610, Husky 125, Husky 250 and Husky 360. Prices range from approximately \$1600 to \$2300 with rental fee including race preparation, plate, taxes, insurance and flight from Germany to Finland. The application deadline for interested riders is July 1. For more information, contact Hans Zimmermann, Zupin Moto-Sport GmbH, Werner-von-Siemens-Strasse 8, D-83301 Traunreut, Germany, 49/8669-85760 (phone), 49/8669-2328 (fax).

Harley-Davidson of Glendale, the home of the annual Love Ride, will celebrate the dealership's 20th anniversary with a gala bash on June 15 from 9 a.m. to 6 p.m. The bash will feature a live concert, biker carnival rides, raffle drawings, an anniversary sale and a barbecue. The party will begin with an Observation Run; there is no entrance fee and the first 200 entrants will receive a free Harley-Davidson of Glendale 20th Anniversary pin. For more information, call 818/246-5618.

First Auto Sports Television (FAST) and the California Superbike School will hold a drawing for three superbike school sessions, normally priced at \$250. The school will be run on Monday, July 22, the day after the World Superbike Championship round at Laguna Seca Raceway in Monterey, California. Contest for the free schools will run in various Northern California areas but mainly in the San Francisco Bay area. For more information, call 800/530-3350.

The **Lodi Motorcycle Club** in Lodi, California, will host a two-day vintage race and swap meet on May 25-26 at the Lodi Cycle Bowl. There will be a short track on Saturday night and a TT on Sunday. There will also be a 600cc Expert Exhibition Money race. For more information, call 209/544-1027 or 209/368-7809.

OPEN HOUSE: At Hungry Valley State Park in Gorman, California, in conjunction with Hang Time Motorcycles, on May 25-26. For more information, call Pete Carroll at 805/248-2453.

AUTOGRAPH SIGNING: At Cutler Ridge Motorcycles in Miami, Florida, on May 16 from 6 to 8 p.m. Muzzy Kawasaki's Doug Chandler and Mike Smith are scheduled to appear. For more information, call 305/258-2000.

AUTOGRAPH SIGNING: At Garrett's Harley-Davidson in Streator, Illinois, on June 1 from 10 a.m. to 12:30 p.m. Harley-Davidson's Scott Parker is scheduled to appear. For more information, call 815/672-7152.

NAMED: BMW Motorcycles as the latest sponsor of the 1996 Sturgis Rally & Races, scheduled for August 5-10 in Sturgis, South Dakota.

NAMED: Dunlop Brakes, as an official sponsor of the Tony D. Motocross School and CLASS Road Racing School.

AUTOGRAPH SIGNING: At Bob Thomas Kawasaki of Irwin in Irwin, Pennsylvania, on May 24 from 6:30 to 7:30 p.m. Team Kawasaki's motocross team is scheduled to appear. For more information, call 412/863-0237.

BORN: Wyatt Colin Wilson, to dirt tracker Don Wilson and his wife Mandie on April 25 in Maple Valley, Pennsylvania.

BORN: Carly Madison Lee, to Troy Lee Designs' Troy Lee and his wife Elisa on April 27 in Corona, California.

MOVED: Pro Concepts, custom helmet painter, to 29665 Innsbrook Ave., Stacy, MN 55079, 612/257-6419.

AUTOGRAPH SIGNING: At New England Cycles in Hartford, Connecticut, on June 21 from 6 to 7 p.m. Members of Team Suzuki's motocross team are scheduled to appear. For more information, call 203/527-0822. CN

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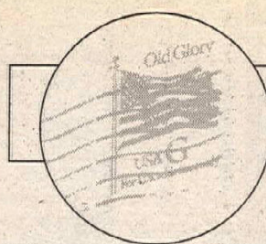
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VOICES

Letters to the editor

Two-strokes

As usual, *Cycle News* has done its readers a great service keeping them current on significant issues facing motorcycling. This is certainly the case with Keith Bush's feature, "Endangered Species?" (Issue #19, May 15). The threatened elimination of two-stroke motorcycles in California, as we know them, is certainly the likely prospect of pending emission standards developed by the California Air Resources Board (CARB).

Unfortunately, the article leaves your readers with the impression that the AMA has not been involved in this issue and that is not accurate. The AMA has been aware of the threat since DRAFT implementation standards were released and has submitted extensive comments and objections as the process evolved. We also documented the scope of the problem in a story in *American Motorcyclist* in October 1994. I fear that as the impending implementation date of January 1, 1997 approaches, the reality of the consequences are only beginning to be understood by many riders and dealers.

The AMA's national office has worked closely with its district organizations on this difficult issue and District 36 and 37 are to be congratulated on the leadership they have demonstrated in confronting the problem and finding solutions. Following recent discussions with our district officials, the AMA has also agreed to lend financial support to lobbying efforts unique to California's threatened two-strokes. Bill Dart, District 36 Legislative Officer, has been heavily involved and led the current initiative to challenge the CARB rule and implementation. We are extremely pleased that AMA's districts have the leadership to challenge such public policies and all of California's riders should be looking for ways to support their efforts.

I do want to take exception to Bill Dart's characterization of AMA's board of trustees "as mostly manufacturers." The AMA Board of Trustees is comprised of 12 members, only four of whom are manufacturers and only three of those are involved in the OHV market. I think it's important to point out that any position the AMA might take on this issue is not a reflection of OEM representation on our

board and certainly not a function of manufacturer dominance.

One of the strongest points made in opposing the pending regulations has been the absence of an analysis of the economic impact. While it is the riders who will suffer because their preferred equipment will no longer be available, I want to encourage all of your readers to also enlist the support of their local dealers in this fight, since they stand to lose business as a result. It will take leadership from all segments of our community if we are to be successful in challenging these rules.

Thanks for raising the visibility of the fight.

Robert Rasor
Vice President AMA
Westerville, OH

Where's Emig?

I have been a motocross/supercross enthusiast for quite a few years. I saw my very first professional race in Texas Stadium while in the service in 1988. Since then, we've traveled between Ohio, Pennsylvania, Indiana and Michigan to as many races as the checkbook allowed. It is totally amazing how much the sport has grown in the past 10 years. We will support the best sport in the world unless it gets out of control like all other sports (football, basketball, etc.).

My reason for writing this letter is to in no way knock Jeremy McGrath. He totally deserves the attention he's been getting over the past few years. Jeremy has been on the cover of nearly every motocross newspaper/magazine that I know of. Again I am not criticizing him for that - but Jeremy McGrath did not lose the St. Louis Supercross. Jeff Emig won the St. Louis Supercross. Why not give him the credit he deserves. I think it was a good gesture to honor Emig with your Rider of the Month, but I was expecting to see Mr. Emig's smiling face on the cover of the May 8 issue of your newspaper.

Jeremy McGrath has already rewrote the record books for our fine sport and nobody (at least for a while) will break his records. I just think it's time for other riders to get the attention they deserve.

Joe Burnside
Akron, OH

Issue #18 featured a coated-stock cover (glossy paper) and had to be shipped to the printer the Wednesday prior to our

Monday deadline. Thus we had no way of predicting an Emig win, though we knew that McGrath's first loss was bound to fall on a week when we were forced to print a cover early... Editor.

Dirt track delays

Last night I went to Harrington, Delaware to see my favorite form of motorcycle racing - dirt track. I saw my first race there in 1983 and couldn't believe what they were doing. The visual impact was very strong.

Since then I've seen 100 or so races and even, starting at age 39, raced on and off for four years. I can't help looking at my short tracker in my shop and wondering, "What if?"

The Harrington track was in great shape with a smooth, deep cushion, and I told my friends that any of eight or 10 racers could win this thing. I could envision a lot of passing with the race going down to the wire. I was pumped.

I had also told my friends three hours earlier that they better stop messing around and move the program along as thunderstorms had been predicted. Well, sure enough, a few minutes before the National it started to rain. Then it started to pour. You know the rest.

Was it the half-hour-late-start at 6:30 p.m., or the 20 minutes wasted on interviews that we couldn't hear that doomed the race? There were other delays of five or 10 minutes that would have made the difference, too.

I don't know if it's the AMA's or the promoter's fault, or both. I do sense a lack of communication that prevents many tracks from being up to par and programs that go on forever.

Most importantly, a die-hard dirt track fan for the first time entertained thoughts of not coming back. I know I won't be able to stay away because I'm already hooked. But I wonder if first-time fans will feel the same way.

Glenn Logan
Bridgeton, NJ

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INSIDE

Issue #20, May 22, 1996

FEATURES

MOTOCROSS

Glen Helen AMA National	6
Glen Helen AMA	
4-Stroke National	22
World MX GP Report	30

ROAD RACE

Spanish Grand Prix	10
German World Superbike	14
WERA Road Atlanta Report	26

INTERVIEW

Greg Albertyn	18
---------------------	----

FEATURE

Inside Yamaha	20
---------------------	----

RIDING IMPRESSION

MZ Skorpion	28
-------------------	----

DEPARTMENTS

EVENTS	34
RESULTS	46
CALENDAR	48
LEADERBOARD	55
WANT ADS	68
A VIEW FROM THE FENCE	71
LOOKING BACK	71



ON THE FRONT COVER

Jeremy McGrath (1) battled Greg Albertyn (16) en route to the 250cc win at the Glen Helen National MX. Kevin Windham (38) won the 125cc class. Photos by Kinney Jones. Inset photo: Mick Doohan celebrates on the podium after winning the Spanish Grand Prix. Photo by Gold & Goose.

TAKE A FLYING LEAP!

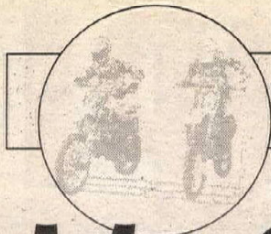
**BRIDGESTONE
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JEFF EMIG &
TEAM KAWASAKI**



Congratulations to Team Kawasaki & Jeff Emig on his dramatic Supercross win at the Trans World Dome in St. Louis, Missouri on April 27! Bridgestone's advanced motocross tire technology was a serious plus in holding the winning edge.

BRIDGESTONE
THE NEXT REVOLUTION IN TIRES

With a choice of motocross tires from a full range of sizes for hard, intermediate, and soft terrain, they'll have you flying to the winner's circle too!

**MOTOCROSS**

AMA 125/250cc National Championship Motocross Series

Round 3: Glen Helen Raceway

McGrath doubles, Windham



(Left) Sore knee and all, Team 1-800-Collect/Honda's Jeremy McGrath won both motos at the Glen Helen National. Here he salutes the crowd, estimated at 15,000, on the last lap of the first moto.

(Below) Team Yamaha's Kevin Windham rode hard and was rewarded with his first 125cc National victory. He went 1-2.

By Cameron Coatney
Photos by Kinney Jones

SAN BERNARDINO, CA, MAY 12

For the first time in nearly three years a round of the AMA 125/250cc National Motocross Series returned to sunny Southern California and approximately 15,000 spectators were on hand to welcome it back. By noon vehicles were backed up to Interstate 215, nearly three miles away, and some weary travelers were forced to trek and hitch their way into the venue.

And they weren't disappointed.

The Glen Helen National was basically a homecoming event for Team Honda's Jeremy McGrath, and he did not let his screaming fans down one bit, making it a two-moto sweep in the 250cc class for a perfect day of racing. This chain of events came as quite a surprise, though, since McGrath had injured his right knee while practicing earlier in the week and did not attend practice on Friday. Rumors were flying around the pit as to how the injury happened and how the defending champ would perform under the pressure called pain.

"I hurt my knee while practicing on Wednesday," explained McGrath. "The doctor says I have a medial collateral strain and that it should take about two weeks to heal. I haven't ridden since

Wednesday, but I want to ride and at least get some points - that is, if I can't win it."

Second overall for the day would go to Team Kawasaki's Jeff Emig, who rode strong all day with consistent 2-3 moto finishes, even after starting from way back in the pack in moto one after tangling with Great Western Bank's Phil Lawrence. Rounding out the top three positions in the 250cc class for the day would be Team Yamaha's Damon Bradshaw, with 6-3 moto finishes. Bradshaw was the victim of a bad start in moto one, and charged like a mad dog before settling into sixth. He was definitely on the gas and looking prime in both motos.

Fourth overall went to Team Noleen's Kyle Lewis after racking up 5-4 results. The outdoor specialist rode consistently fast and had great starts to boot. Fifth overall went to Team Yamaha's Doug Henry with an 8-8 score for the day. Henry looks to be almost back in his National-winning form.

In the 125cc National action, Kevin Windham took his Team Yamaha YZ 125 to 2-1 moto finishes, and secured his first ever National moto and outdoor National overall win.

"I missed Gainesville because of my collarbone," said Windham, "and have been trying to improve my results ever since. My YZ pulled me to the front of the pack in both motos, and I have to thank



no troubles

all of the guys at Yamaha. They did a great job."

Vet racer extraordinaire John Dowd took his factory Yamaha to the front of the pack as well, and finished the day with a hard-fought second overall with a 2-3 tally. Third place overall for the day was snatched up by defending National Champion Steve Lamson, who hustled his Team Honda-prepared CR125 to a resounding second-moto win after a rear flat early in moto one that held him to sixth position.

Team SplitFire/Pro-Circuit's Casey Johnson put in one of his better rides to grab the fourth-place honors with 3-7 results and Team Suzuki's Tim Ferry looks to be getting back to form after a recent knee injury by taking fifth place overall with a 4-10 score.

The event promoters thought they would outsmart the weather by moving the event up in the year to get some cool springtime weather. Mother Nature would have none of that, though, greeting the riders and spectators alike with unseasonable temperatures that reached a high of 102 degrees. The heat and smog had some riders remembering the last National that was held at Glen Helen in '93 when the AMA tried out a one-moto final format in the grueling midsummer sun, instead of the usual two-moto format.

The track was liked, but not loved by most of the riders and featured a mountainous four-story hillclimb and a just-as-ominous downhill double. The terrain had an outdoor feel to it, but also had some supercross-style jumps to keep the flight-loving fans happy. The track was plenty wide, but became harder to pass on as it deteriorated and started to get dusty. Very dusty. Multiple flat tires were the not-so-trendy trend of the day, and would put a stop to many rides.

125cc NATIONAL

When the riders blasted off the concrete starting line for moto one, it was the Team Primal Impulse/Bill's Pipes/Honda CR125 piloted by Robbie Reynard that shot to the lead, followed closely by Honda of Troy/Sinisalo's Jeff Willoh, Quicksilver's James Dobb, Lamson, and Dowd.

"I got a great start," explained Reynard. "I guess I have to say thanks to my home track - 59th and Douglas in Oklahoma. Thanks for having a cement starting gate for me to practice on."

Windham was back in the pack, but not far. By lap two, the Yamaha pilot was putting pressure on Reynard, who was riding a very brisk pace even with the flat rear tire he had sustained. Windham kept the pressure on and would eventually pass Reynard early in lap three, never looking back again.

Team HoT's Mike Craig was putting on a valiant ride and passed Reynard for second place on lap seven. Craig crashed hard when he came up short over a double, though, ringing his bell hard enough to retire back to the pits.

Team SplitFire/Pro-Circuit/Kawasaki rider Casey Johnson was having a good ride and was putting pressure on Reynard for second place. He would eventually squeak by for the pass on lap nine. With five laps to go, it was Windham in

first and pulling away followed by Johnson, Reynard, Team Suzuki's Ezra Lusk, Dowd, Dobb, and Scott Sheak. Sheak would eventually pull off after lap 11 with one of the day's many flat tires.

Reynard's ride was put on eternal hold when his rear tire came off the rim, after holding his own for quite a while with the flat.

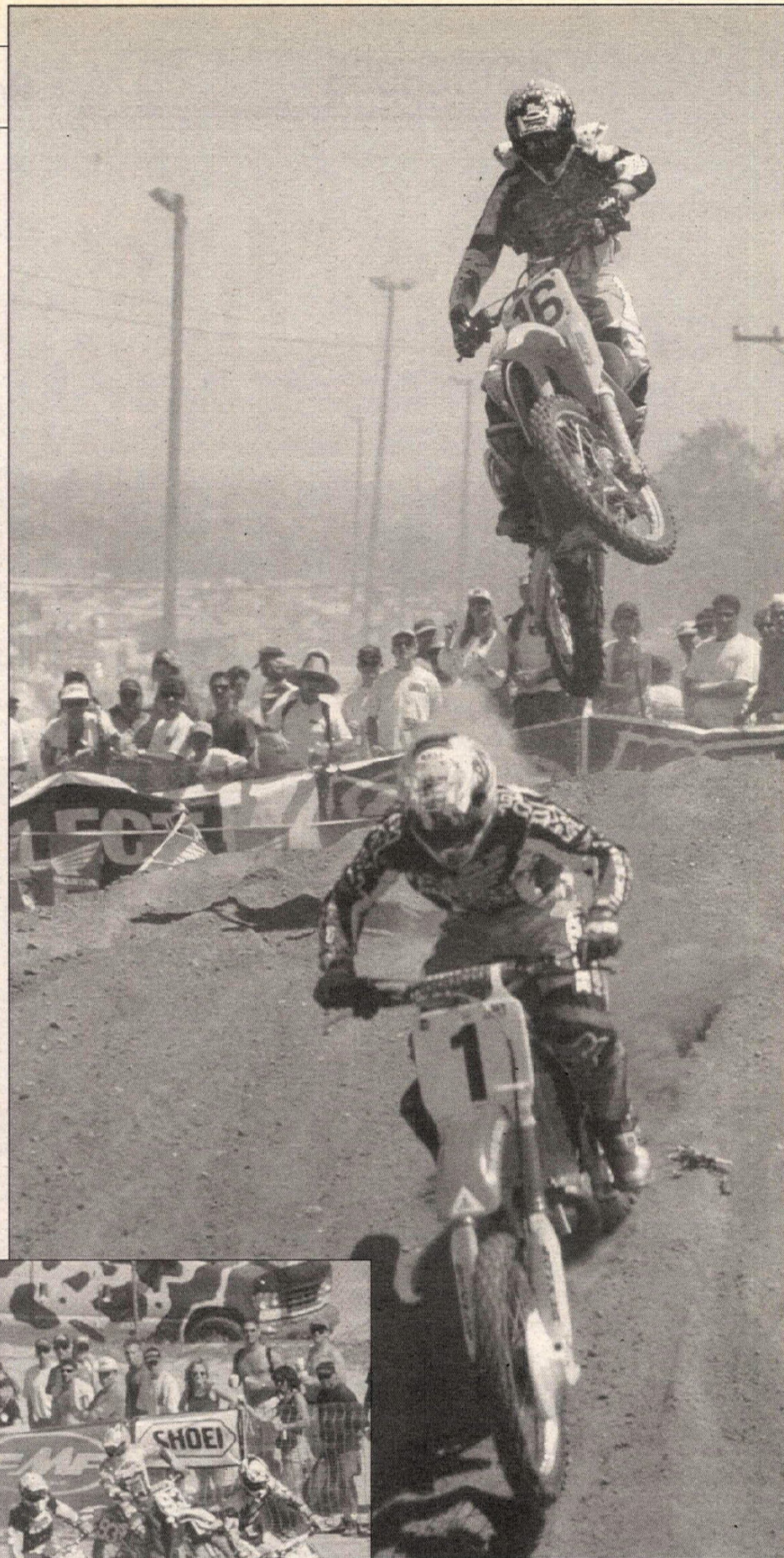
"I got the holeshot, but on about the second lap I got a flat," explained Reynard. "I rode the rest of the race as hard as I could, but when the tire came off of the rim the tube got stuck in the rear wheel and that was it."

Lamson was having a tough ride from outside of the top 10 after going down early on lap one, and getting a flat on about lap three. He would eventually finish a hard-fought sixth.

"When I got the flat I was worried, but I just kept passing guys," Lamson said. "I didn't want to pull off and waste time changing wheels, but I didn't want to end up like Reynard."

On the last lap Dowd put a clean pass on Johnson to take over second, and would hold that position until the finish even after an attempted retaliation by Johnson in one of the last corners.

Windham took the win going away, followed by a hard-charging Dowd, and Johnson. Suzuki's Tim Ferry worked his way up to fourth after a mediocre start, and Dobb took fifth. Lamson finished sixth, while Willoh dropped back slightly to seventh. The San Diego 125cc Super-



(Above) Suzuki's Greg Albertyn (16) passed McGrath (1) and pulled out a huge lead in the first moto. With McGrath closing in late in the race, the former three-time World champ crashed and ended up second. He registered a DNF in the second moto after a first-lap mishap. (Left) Windham holeshot both 125cc motos. Here he is chased by Chad Pederson (21), Buddy Antunez (22), Jeff Willoh (73), Casey Lytle (119) and John Dowd (7).

cross winner was followed home by Australian Kim Ashkenazi, Pederson, and Team Green's Robbie Skaggs, who rounded out the top 10.

The start of moto two saw Windham jump out to a clean holeshot, followed closely by Pederson, HoT's Willoh, Lamson, and Dowd. Ferry and Team Chaparral's Brian Deegan would start dead last after a collision in the first corner. Windham was on fire and had put about five seconds on the field by lap three, but Lamson was mounting a charge of his own in second place.

MOTOCROSS

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(Above) Kawasaki's Jeff Emig crashed on the first lap of the first 250cc moto while running third. He went 3-2 for second overall.

Lamson put a move on Windham early in lap six and almost went down in the process, but made the pass stick shortly thereafter. He would never be headed for the rest of the moto. Windham knew that a second-place finish would give him his first overall National victory, and he rode accordingly. The two riders would pull away from the field, putting almost 10 seconds on the rest of the racers by moto's end. Lapped traffic brought the field a little closer together towards the end, but would not affect the final results.

The rest of the field also fell into a bit of a groove, as the riders spread out and began to ride their own races. Dowd held a comfortable margin over fourth-place Reynard, who had Pederson on his heels for most of the moto. The order would stay the same as they crossed the finish line with Lamson taking the win followed by Windham, Dowd, Reynard, and Johnson.

The usually subdued Windham was understandably all smiles in the winner's circle after securing the first outdoor National victory of his young career with 1-2 motos.

"I wanted to try to win both motos, but Lamson was riding really good the second moto," conveyed Windham. "Once he got by me, I just let him go because I knew I had the overall. My Yamaha pulled me to the front of the pack in both motos and that's what mattered most."

Dowd finished in third and secured second overall for the day with his 2-3 moto tally. He was as excited as Windham to be on the podium.

"The crowd totally pumped me up in both motos, but I really heard them cheering me on in the second moto," explained Dowd. "It was so hot that I thought I was gonna drop, but the crowd kept me going. Kevin (Windham) and Lammy got away and I was pushing it in the dust, but I couldn't see and just settled into a comfortable pace."

Second-moto winner Lamson was happy to be on the podium after his flat in moto one, with 6-1 finishes for the day.

"I came out in fifth or sixth on the start," said Lamson. "Then I played it smart and settled in, because I didn't want another flat. I started passing people and closed in on Windham. I actually passed him earlier, but he got me back after I swapped and almost went down. I got him back a few turns later, though. I wanted to win so bad after the first moto. Every point counts and I wanted them!"

Fourth place in the moto went to Reynard, followed by Pederson, Lusk, Johnson, Willoh, Pichon, and Ferry closed out the top 10.



(Above) Series points leader in the 125cc class Steve Lamson suffered a flat rear tire in the first moto but still finished sixth. He blew everyone away in the second moto. (Left) Yamaha's Damon Bradshaw went 6-3 for third overall.

250cc NATIONAL

Team Honda/1-800-Collect/Fox Racing's Jeremy McGrath pulled off one of his now-famous holeshots as the gate plummeted to the ground in moto one. Team Suzuki's Albertyn was in tow, followed by Kawasaki's Jeff Emig, "Factory" Phil Lawrence, Yamaha's Doug Henry, Honda of Troy's Larry Ward, and Team Noleen's Kyle Lewis. It was shaping up to be an epic moto when buddies Lawrence and Emig tangled in one of the first turns and took each other out. The rest of the field blazed off while the two remounted toward the end of the pack.

The story of moto one had to be Albertyn's pass on McGrath on lap three when McGrath went down at the top of the ominous downhill double. The crowd went absolutely nuts. Albertyn would hold the lead for nearly the rest of the race until the same thing happened to him on one of the high corners - he washed out and gave the lead, and the win, to a quickly closing McGrath. And the crowd went nuts again.

"I was a bit tentative in the first moto because of my knee," explained McGrath. "I just didn't quite know how it would go. About halfway through the moto I realized it wasn't bothering me, and I started to haul."

While the crowd was glued to the race for first and second, Team HoTs' Brian Swink was riding a great race and hold-

ing down third. Behind him, Team Noleen's Kyle Lewis was having a good battle with Yamaha teammates Henry and Bradshaw. Emig was riding like a man possessed and had worked his way into third place by lap 11 with a swift pass on Swink.

Team Suzuki's Mike LaRocco was having a good race after a surprising sixth-place start, until he pulled off the track a number of times with carburetor problems. He would eventually pull off for good on lap three with a piece of metal in his carburetor.

"This is just bad luck that Mike had," remarked team manager Roger DeCoster about LaRocco's demise. "Fifty riders pump their gas from the same drum, and he ends up with the metal flake. I don't get it."

Team Extreme/PJ1/Atomic 22/Yamaha's Jimmy Button also put on a good ride despite his back-of-the-pack start, and eventually fought his way up to sixth by moto's end.

"I got a crappy start," lamented Button. "I could've just waited on the line and let everybody go after that start and still see the same dusty track. Whoever gets the holeshot is gone here. I need to get a start in the second moto to make up the points I lost."

McGrath took the win with a large margin of victory followed by a content Albertyn in second place. Emig would put

on a remarkable ride to finish third after his disturbance with Lawrence. Swink held on for fourth place, while Lewis was able to break free from Bradshaw, Henry, and Button to take fifth in the moto.

Bradshaw would finish sixth followed by Button, Henry, Kawasaki of Japan's Jeff Matasevich, and another super-vet, Doug Dubach.

As the second 250cc moto staged in the starting area, the crowd was anticipating a great race between Albertyn, McGrath and Emig. The overall was still up for grabs. But 250cc National number two started off much like the first one did, with McGrath squeaking out yet another lead to the always-important first corner. McGrath was shadowed by Henry, Emig, Lewis, Button, and the ever-present Dubach. Albertyn would not be so lucky, though.

"After the second turn Emig and Lawrence got tangled in front of me," explained Albertyn. "I think it was Phil that shot across in front of me and took my front wheel out. A bit later a lapped rider sent me off of the track and I caught some banner (snow fence) in my rear wheel, and that stuff is never gonna come out."

McGrath immediately began to pull out a sizeable lead with Emig in tow. Meanwhile, Lawrence, Lewis, and Henry were in a heated battle for the third through fifth positions, with Bradshaw not too far behind the storming pack of riders. On lap six, Bradshaw was able to get into position and pass the trio of riders. He would soon pull out a comfortable margin over the trio to settle into third.

LaRocco had turned things around in this moto and was fighting back from about 12th at the start. By lap five he was up to eighth position and charging, and would eventually finish just behind Lewis in fifth place.

Near the end of the race the top 10 positions were well spread out, and it was basically over except for the shouting. McGrath took the win by nearly 20 seconds ahead of second-place rider Emig,

and Bradshaw in third. Lewis finished a respectable fourth which was good enough for fourth overall. LaRocco finished fifth followed by Ward, Lawrence, Henry, Matasevich, and Button.

Team Kawasaki's Emig was happy with his second-place overall showing for the day, and was happy to do it in front of what is now his hometown crowd.

"Well, I dropped the bike on the first lap in the first moto," Emig said. "I had to ride really hard to get to second. Jeremy rode hard. I feel good today and so does my Kawasaki. The fans were loud and that really pushed me."

Race winner McGrath was equally excited, if not more so, with his results, and is undefeated in the AMA National Motocross Series this season - three for three. When asked if he thought he could go undefeated in the outdoors, McGrath simply replied, "I'll give it my best." His best could do.

Glen Helen Raceway San Bernardino, California

Results: May 12, 1996 (Round 3 of 13):

125 MOTO 1 (30 minutes plus 2 laps): 1. Kevin Windham (Yam); 2. John Dowd (Yam); 3. Casey Johnson (Kaw); 4. Tim Ferry (Suz); 5. James Dobb (Suz); 6. Steve Lamson (Hon); 7. Jeff Willoh (Hon); 8. Kim Ashkenazi (Hon); 9. Chad Pederson (Kaw); 10. Robbie Skaggs (Kaw); 11. Michael Brandes (Suz); 12. Brian Deegan (Hon); 13. Nathan Ramsey (Suz); 14. Mickael Pichon (Kaw); 15. Buddy Antunez (Kaw); 16. Pedro Gonzalez (Hon); 17. Cory Keeney (Yam); 18. Cameron Taylor (Suz); 19. Rusty Holland (Kaw); 20. Casey Lytle (Hon); 21. Robbie Reynard (Hon); 22. Dustin Nelson (Kaw); 23. Andy Bowyer (Kaw); 24. Steven Herman (Suz); 25. Ryan Duff (Hon); 26. Ezra Lusk (Suz); 27. Scott Sheak (Suz); 28. Jason McCormick (Kaw); 29. Ryan Clark (Suz); 30. Mike Metzger (Suz); 31. Denny Stephenson (Kaw); 32. Michael Craig (Hon); 33. Barry Carsten (Suz); 34. Michael Chamberlain (Yam); 35. Steve Andrich (Suz); 36. Ryan Huffman (Hon); 37. David Evilsizer (Suz); 38. Tony Lorusso (Hon); 39. Rick Ryan (Yam); 40. Ted Campbell (Yam).

125 MOTO 2 (30 minutes plus 2 laps): 1. Steve Lamson (Hon); 2. Kevin Windham (Yam); 3. John Dowd (Yam); 4. Robbie Reynard (Hon); 5. Chad Pederson (Kaw); 6. Ezra Lusk (Suz); 7. Casey Johnson (Kaw); 8. Jeff Willoh (Hon); 9. Mickael Pichon (Kaw); 10. Tim Ferry (Suz); 11. Kim Ashkenazi (Hon); 12. Brian Deegan (Hon); 13. James Dobb (Suz); 14. Casey Lytle (Hon); 15. Barry Carsten (Suz); 16. Mike Metzger (Suz); 17. Ryan Huffman (Hon); 18. Tony Lorusso (Hon); 19. Michael Brandes (Suz); 20. Cory Keeney (Yam); 21. Cameron Taylor (Suz); 22. Andy Bowyer (Kaw); 23. Nathan Ramsey (Suz); 24. Michael Chamberlain (Yam); 25. Steve Andrich (Suz); 26. Scott Sheak (Suz); 27. Ryan Clark (Suz); 28. Robbie Skaggs (Kaw); 29. Dustin Nelson (Kaw); 30. Buddy Antunez (Kaw); 31. Michael Craig (Hon); 32. Ted Campbell (Yam); 33. Steven Herman (Suz); 34. David Evilsizer (Suz); 35. Ryan Duff (Hon); 36. Rick Ryan (Yam); 37. Pedro Gonzalez (Hon); 38. Jason McCormick (Kaw); 39. Rusty Holland (Kaw); 40. Denny Stephenson (Kaw).

125 O/A: 1. Kevin Windham (Yam); 2. John Dowd (Yam); 3. Steve Lamson (Hon); 4. Casey Johnson (Kaw); 5. Tim Ferry (Suz); 6. Chad Pederson (Kaw); 7. Jeff Willoh (Hon); 8. James Dobb (Suz); 9. Kim Ashkenazi (Hon); 10. Mickael Pichon (Kaw); 11. Robbie Reynard (Hon); 12. Brian Deegan (Hon); 13. Ezra Lusk (Suz); 14. Michael Brandes (Suz); 15. Robbie Skaggs (Kaw); 16. Casey Lytle (Hon); 17. Nathan Ramsey (Suz); 18. Barry Carsten (Suz); 19. Buddy Antunez (Kaw); 20. Mike Metzger (Suz); 21. Cory Keeney (Yam); 22. Pedro Gonzalez (Hon); 23. Ryan Huffman (Hon); 24. Tony Lorusso (Hon); 25. Cameron Taylor (Suz); 26. Rusty Holland (Kaw).

AMA 125cc NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 3 of 13 rounds): 1. Steve Lamson (138 points/2 wins); 2. John Dowd (102); 3. Mickael Pichon (93); 4. Casey Johnson (86); 5. (TIE) Kevin Windham (78/1)/Tim Ferry (78); 7. James Dobb (76); 8. Brian Deegan (59); 9. Kim Ashkenazi (54); 10. Buddy Antunez (53); 11. Ezra Lusk (51); 12. Scott Sheak (46); 13. Chad Pederson (40); 14. Mike Brown (38); 15. Robbie Reynard (37); 16. Damon Huffman (34); 17. (TIE) Jeff Willoh (27)/Larry Brooks (27); 19. Barry Carsten (25); 20. Michael Craig (23).

250 MOTO 1 (30 minutes plus 2 laps): 1. Jeremy McGrath (Hon); 2. Greg Albertyn (Suz); 3. Jeff Emig (Kaw); 4. Brian Swink (Hon); 5. Kyle Lewis (Yam); 6. Damon Bradshaw (Yam); 7. Jimmy Button (Yam); 8. Doug Henry (Yam); 9. Jeff Matisevich (Kaw); 10. Doug Dubach (Yam); 11. Cliff Palmer (Suz); 12. Larry Ward (Hon); 13. Jaimy Scevenels (Hon); 14. Masanori Enomoto (Kaw); 15. Jason Frenette (Kaw); 16. Phil Lawrence (Kaw); 17. Ty Wallace (KTM); 18. Billy Mercier (Yam); 19. Anthony Amaradio (Hon); 20. Ray Crumb (Suz); 21. Kelly Andris (Hon); 22. Takateru Atsuta (Hon); 23. Shawn Wynne (Suz); 24. Carey Hart (Yam); 25. James Chamberlain (Hon); 26. Tyson Kady (Suz); 27. Patrick Gomm (Yam); 28. Billy Schlag (Kaw); 29. Mark Easley (Kaw); 30. Dave Castillo (Kaw); 31. Anthony Whipple (Hon); 32. Marc Peters (Kaw); 33. Ty Birdwell (Hon); 34. Brett Cross (Suz); 35. Tim Staufenbeil (Suz); 36. Richard Taylor (Hon); 37. Mike LaRocco (Suz); 38. Jean-Sebastien Roy (Hon); 39. Bruce Stratton (Suz); 40. Spud Walters (Suz).

250 MOTO 2 (30 minutes plus 2 laps): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Hon); 3. Damon Bradshaw (Yam); 4. Kyle Lewis (Suz); 5. Mike LaRocco (Suz); 6. Larry Ward (Hon); 7. Phil Lawrence (Kaw); 8. Doug Henry (Yam); 9. Jeff Matisevich (Kaw); 10. Jimmy Button (Yam); 11. Doug Dubach (Yam); 12. Cliff Palmer (Suz); 13. Jaimy Scevenels (Hon); 14. Masanori Enomoto (Kaw); 15. Brian Swink (Hon); 16. Richard Taylor (Hon); 17. Jason Frenette (Kaw); 18. Takateru Atsuta (Hon); 19. Ty Wallace (KTM); 20. Billy Mercier (Yam); 21. Anthony Amaradio (Hon); 22. Mark Easley (Kaw); 23. Billy Schlag (Kaw); 24. Carey Hart (Yam); 25. Tim Staufenbeil (Suz); 26. Shawn

Wynne (Suz); 27. James Chamberlain (Hon); 28. Marc Peters (Kaw); 29. Dave Castillo (Kaw); 30. Ty Birdwell (Hon); 31. Brett Cross (Suz); 32. Ray Crumb (Suz); 33. Anthony Whipple (Hon); 34. Greg Albertyn (Suz); 35. Patrick Gomm (Yam); 36. Tyson Kady (Suz); 37. Kelly Andris (Hon); 38. Jean-Sebastien Roy (Hon); 39. Bruce Stratton (Suz); 40. Spud Walters (Suz).

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Kaw); 3. Damon Bradshaw (Yam); 4. Kyle Lewis (Yam); 5. Doug Henry (Yam); 6. Jimmy Button (Yam); 7. Larry Ward (Hon); 8. Jeff Matisevich (Kaw); 9. Brian Swink (Hon); 10. Greg Albertyn (Suz); 11. Doug Dubach (Yam); 12. Phil Lawrence (Kaw); 13. Cliff Palmer (Suz); 14. Mike LaRocco (Suz); 15. Jaimy Scevenels (Hon); 16. Masanori Enomoto (Kaw); 17. Jason Frenette (Kaw); 18. Ty Wallace (KTM); 19. Rich Taylor (Hon); 20. Billy Mercier (Yam); 21. Takateru Atsuta (Hon); 22. Anthony Amaradio (Hon); 23. Ray Crumb (Suz).

AMA 250cc NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 3 of 13 rounds): 1. Jeremy McGrath (150 points/3 wins); 2. Jeff Emig (126); 3. Damon Bradshaw (91); 4. Kyle Lewis (86); 5. Mike LaRocco (80); 6. (TIE) Phil Lawrence (75)/Brian Swink (75)/Jimmy Button (75); 9. Greg Albertyn (73); 10. Larry Ward (71); 11. Doug Henry (54); 12. Ryan Hughes (40); 13. Cliff Palmer (39); 14. Rich Taylor (28); 15. Jason Frenette (27); 16. Ron Tichenor (26); 17. Jeff Matisevich (24); 18. (TIE) Doug Dubach (21)/Kevin Crine (21); 20. Guy Cooper (18).

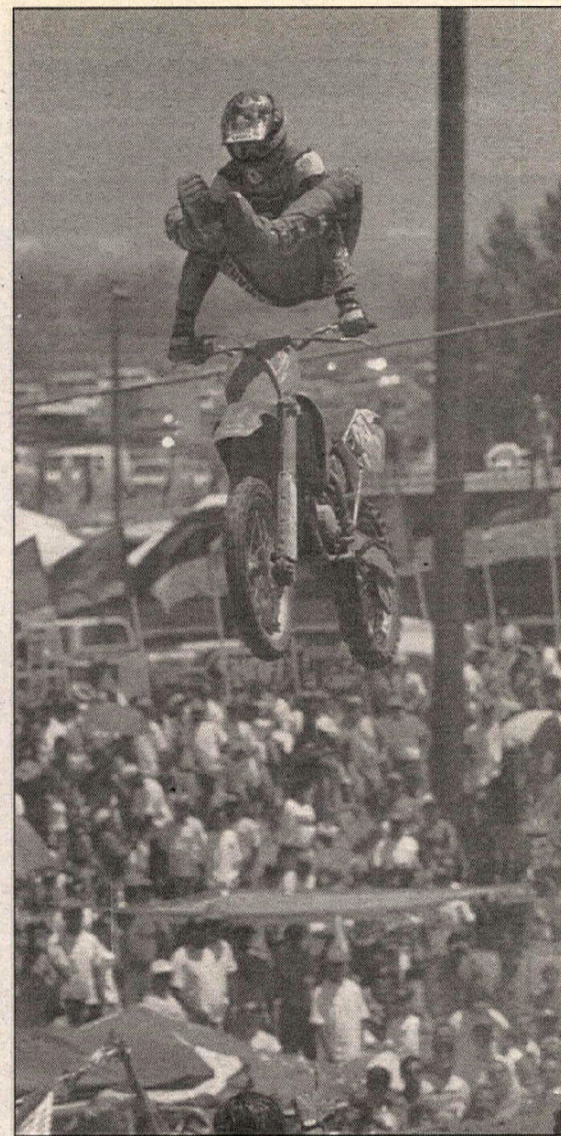
Upcoming Rounds:

Round 4 - Mount Morris, Pennsylvania, May 26
Round 5 - Budds Creek, Maryland, June 16



(Above) Team Noleen's Kyle Lewis was top privateer in the 250cc class, going 5-4 for fourth overall.

(Right) Windham thrilled the sun-baked crowd with his patented heel-clicker.



Briefly...

The Skoal Racing Pro Privateer Challenge Award for the 250cc class was won by Team Noleen's **Kyle Lewis** with his solid fourth overall. Team Chaparral's **Brian Deegan** was the recipient in the 125cc division by finishing 12th. Each rider was awarded \$500 and is in contention with other rivals for the \$5000 purse that will be given to the top privateer in each class.

KTM pilot **Lance Smail** proposed to his girlfriend on the podium after finishing third in the Four-Stroke National. She let out a yes and the crowd roared. One must wonder what might have happened if he finished first?

Steve Lamson seems to have gone off the deep end with his tattoo stylings. The reigning 125cc champ showed up at Glen Helen sporting not one, but two new tattoos. Both tattoos are on his right deltoid (upper arm). He went for an exact replica of his Troy Lee Designs sticker that you may have seen around, and followed it up with a band of Fox head emblems encircling his arm. He was even overheard trying to talk wife Cammy into one. No dice yet.

Team Honda of Troy came to Glen Helen sporting an all-new color scheme on their bikes and apparel. Blue was the color of choice and actually looked quite good. "Yeah, we decided to change things up a bit for a while," commented team manager Erik Kehoe. "We're real happy with the way that it all turned out. N-Style did a great job with the graphics, and we were really surprised that the clothing manufacturers were able to accommodate us so quickly." The graphics will be run until after the High Point National.

Team Kawasaki's **Ryan Hughes** was at Glen Helen, but not up to riding just yet. Ryno is still recuperating from a broken jaw sustained at the Charlotte Supercross. His jaw looked gnarly, but Ryno is doing just fine. "I've lost a few pounds due to the mostly liquid diet, but everything is coming along good. I'll be back ASAP."

KTM's **Kevin Crine** had his day cut short in practice, when he hit the G-out at the base of the large uphill and slammed his ankle. Crine didn't know if it was broken or just severely strained, but was going to have it X-rayed when he got home. Crine has been bothered by an ankle injury all year long. He did not ride either National moto.

James Dobb showed up at Glen Helen sporting his new Quicksilver-sponsored RM125. Performance Engineering handled the motor and suspension, while Arnet and O'Neal have come on board to lend a hand financially. The team graphics by MXA looked great. Rumors were circulating that the team was also in the process of picking up Scott Sheak. Stay tuned.

Team Honda's **Steve Lamson** has been using a different set of forks on his team bike for the last couple of weeks. He switched from his normal 45mm Showas to a 47mm fork. The forks also feature a different cartridge that is said to provide a plusher and smoother feel than the 45s. **Jeremy McGrath** has been using the same forks since last summer.

Many riders, and mechanics alike, were having a hard time breathing the

heavy San Bernardino air. Smog was thick and had some riders thinking they were entering a fire zone when they got to the facility on Thursday. At Sunday's end most riders could not take a deep breath without feeling the effects. "This smog really sucks," commented **Robbie Reynard**. "I thought I was going to hack up a lung." KTM's **Ty Wallace** had less than spectacular results on the day, he too saying he "couldn't breathe."

After witnessing many of the 125cc riders suffering from flat tires in the first 125cc National, Team Suzuki's **Greg Albertyn** opted to run foam-filled inner tubes in his factory Suzuki. In the second moto, Albertyn ran the foam inner tube in just the rear wheel, saying that the tubes began giving him a "dead" feeling late in the moto when the tubes began heating up.

Some of the **spectators** arriving at the Glen Helen National about an hour before the start of the first moto were **turned away** near the Interstate 215 off-ramp by local law enforcement and the California Highway Patrol, telling them that the event was "sold out." While the official spectator count was around 12,000 (though many guessed that close to 15,000 would be more accurate), the event was by no means sold out. According to track president Brian Church. "We still had plenty of parking space available, and we certainly didn't tell anyone to turn people away." With just one two-lane road providing access to the Glen Helen facility, a major traffic jam did arise just before the start of the race, and a sign was posted that said the event was "sold out." Those who already had tickets were permitted to park near the highway but were forced to walk approximately three miles to the track. The long walk, combined with temperatures over the 100-degree mark, deterred some from attending the race. One spectator said, "Forget it. I've got sprinklers in my yard that need fixing." Race promoter Bud Feldkamp said, "The traffic backed up on the freeway and basically it was a miscommunication over the (police) radio that the event was sold out. We're not blaming the police at all. I went out there (where the sign was posted) and got things squared away. It was about a half-hour that people were being turned away."

The **Great Western Bank/Innovation Sports/Xtreme** team suffered a major setback. The team's hauler literally broke apart on the road while traveling to the Glen Helen National from the St. Louis Supercross the week before. Team riders Buddy Antunez, Phil Lawrence and Denny Stephenson will be pitting with other teams until a new hauler can be built.

TM became the first European manufacturer in a long time to be accepted into the 125cc class at an AMA National. "We got the bike (a TM 125) through tech inspection, and we're in," said Pete Vetrano, of TM Imports, following Sunday morning's practice session. "Earlier this year, the AMA said that TM didn't import enough motorcycles to be allowed to compete in the Supercross Series or the Nationals." Unfortunately, the lone Italian-built TM, ridden by **Tracy Monterone**, failed to transfer out of the preliminary qualifiers and into the National.

Alex Mclyea, of the PJ1/Atomic 22/Yamaha/Xtreme race team, was a no-show at Glen Helen. The 125cc competitor broke his back at the St. Louis Supercross the week before and will be out of action indefinitely.

Belgian GP MXer **Jaimy Scevenels**, of the Pamos/SPES/Honda racing team, competed at the Glen Helen National. Both Scevenels and 250cc World Champion Stefan Everts, also of Belgium, had planned on racing but only Scevenels made the long journey to Southern California. Evidently, Everts has been sick for about two weeks and his doctors advised against him coming out to race.



By Michael Scott
Photos by Gold & Goose

JEREZ, SPAIN, MAY 12

Michael Doohan's second win of the four-race-old season was narrowly achieved in every sense of the word. His crucial move, the climax of a breathtaking race, came after he had trailed Repsol Honda teammate Alex Criville for almost the full distance. Doohan forced his way inside him at the final hairpin. Criville tried to hold him off, only to crash spectacularly.

But there was another crucial factor. Extraordinarily, overexuberant fans in the big crowd of more than 100,000 broke through the fences and lined the track in some sections five laps from the finish. The race should have been red-flagged, but it ran full distance. The invasion played havoc with any tactical plans the riders might have had.

Infuriated, Criville's team lodged a protest against the organizers. One likely solution would have been to declare results one or more laps before the finish, which would have meant Doohan getting pushed back to second. The protest was withdrawn - it is understood at HRC's suggestion, because rewarding one Honda at the expense of another was felt ill-advised.

"It's their (the spectators) fault I lost the race," raged the usually reticent Criville. "They made me lose concentration. I even had a firecracker explode by me on the last lap. It was all very stupid and very dangerous."

Doohan - as were all the riders and everyone else besides - was critical of

the way organizers had been unable to prevent fans moving right to the track as he and Criville continued their high-speed battle of inches, with Luca Cadalora closing right up behind as a third force.

"I'd planned all along to attack on the last lap, because otherwise Alex would just have come back at me," Doohan said. "He didn't back off when the fans came onto the track, which meant I couldn't back off either. And Cadalora was a threat. The fans were actually on the track in some places. At least they had the intelligence to get back to the side when we came up. They must have realized a bike travelling at 200 km/h would do more than give them a tickle."

Criville's crash handed second to Kanemoto Honda's Cadalora, who had led the early laps and always been close at hand, and gave a first rostrum finish to the V-twin Repsol Honda of Tadayuki Okada - better than he'd expected after the lightweight's expected superiority at the tight and twisty Jerez circuit had not come to pass. Marlboro Yamaha's Loris Capirossi was fourth and closing; with Fortuna Honda's Alberto Puig just pipping Kenny Roberts Jr. across the line. Roberts' teammate Jean-Michel Bayle was a lone seventh.

The race was a disaster for Lucky Strike Suzuki. Scott Russell pulled out on race morning as a result of foot injuries sustained a week before while testing, and Daryl Beattie first ran into the gravel after missing his braking point at the end of the back straight soon after the start, then crashed one lap later after rejoining at the back. He sustained minor fractures in his right heel

and a lower-back vertebra, but hoped to be fit enough to race in Mugello in two weeks time.

Doriano Romboni had qualified his V-twin Aprilia on the front row, but he copied Beattie's maneuver at the end of the straight with front-fork troubles of his own, rejoining only to retire. Japanese Grand Prix winner Norifumi Abe also crashed at the same time and place, without serious injury.

The 250cc class was again dull and processionary by comparison - a blessing, perhaps, because at least the fans stayed in their seats - and a demonstration of superiority with a third runaway win in four races for Chesterfield Aprilia's Max Biaggi. The defending double World Champion now leads rival Tetsuya Harada by a massive 30 points. The Marlboro Yamaha rider was a distant second, after surviving another crash in practice at a track that he has been able to call his own for the past two years.

Ralf Waldmann had been second earlier on, then he gradually lost ground through the race. At the finish, he came under fierce pressure from his HB Honda teammate Jurgen Fuchs, just fending off a last-lap attack.

The best battle was for fifth, won at the last gasp by Benetton Honda rider Tohru Ukawa from MX Onda Honda's Luis d'Antin. Frenchman Olivier Jacque was seventh, losing touch with the group after a slide in the closing laps.

Defending champion Haruchika Aoki justified his "Ghost Rider" nickname by coming out of the shadows to win a five-bike photo finish in a thrilling 125cc battle, inches ahead of Emilio Alzamora, Japan's Noboru Ueda, Italian bright hope Valentino Rossi and former

The Hondas of Alex Criville (4), Michael Doohan (1) and Luca Cadalora (hidden) were this close throughout the 500cc Spanish Grand Prix at Jerez. Things changed at the end...

champion Kazuto Sakata. Earlier, the Spanish crowd had been disappointed when veteran former multi-champion Jorge Martinez crashed out while disputing the lead after qualifying on pole position.

The opening round of the Thunderbike championship was won by inches by French Honda rider William Costes, over Yamaha-mounted Adrien Morillas.

500cc GRAND PRIX

Cadalora made the early running, with Criville lined up behind him, then Barros, Doohan, Beattie and Romboni. The second time down the straight, Beattie hung in Doohan's draft, only to find himself rushing into the hairpin way too fast. He straightened up and shot across the gravel trap at a tangent, only to be followed a few yards farther on by Romboni, with Abe claiming later he'd been pushed off line by the pair, which caused him to fall.

You might expect the loss of three works bikes to leave a sadly depleted race. In this vintage season they were hardly missed, as Criville firmly past Cadalora on lap three, with Doohan closing up behind and Barros dropping back. Doohan had to work at getting past the Italian. The first time he did it, on lap eight, Cadalora went back round the outside, slamming the door firmly on Doohan on the sharp, right-hand

turn two. The bikes touched, and Doohan had a hairy moment. It took him another lap to get by, and by then the steadfast Criville was almost 1.5 seconds clear.

From then on it was mainly about the two identical Hondas, Cadalora taking a supporting role to a grueling battle. Since Doohan took a second off the gap in three more laps, and knowing him as we do, conventional wisdom said that he should have been able to pass Criville fairly easily. He was also holding visibly tighter lines in a race somewhat below lap-record pace. But then again, maybe not. Criville was using all the road, but he was steady as a rock, with no signs of getting flustered.

Now came the extraordinary sight of waving fans appearing trackside. But the race went on.

Doohan was biding his time, waiting until just yards before the line at the very last bend, a tight left-hand hairpin around the end of the pits. Then he stayed off the brakes a fraction longer, forced himself up the inside, and stayed there by force of character as much as anything.

Criville was not giving up. He laid his bike down alongside Doohan's and opened the throttle. The tactic may even have been successful if Doohan had been easier to intimidate. But he wouldn't give an inch, and Criville was off line. It was all too much for the tires. The bike snapped sideways, threw him viciously over the high side, and narrowly missed landing on him as it cartwheeled into the gravel.

Cadalora was 2.6 seconds behind across the line. Okada had been with him and challenging for the first half of the race. He got ahead briefly on lap 11, but was put firmly back in his place. He decided to settle for what was then fourth, since he was sliding and chattering, his practice tire problems unsolved.

Behind them it was all action all the way.

Beattie played no part. He and Romboni had both regained the track, right at the back, but he lasted only one and a half more laps before the rear skipped out at the final corner and he fell heavily.

"The first off was my mistake," Beattie said ruefully. "The second one happened so quickly. It's possible I may have picked up some gravel in the fairing, or maybe I was just trying too hard." He'd fractured his right heel and a bone in his back, and skinned his left arm.

It was enough for Romboni. "I was having a lot of trouble staying on the track because of front-wheel chatter," said the Italian. "I couldn't hold my line, and I was last. I decided it wasn't worth continuing."

As Barros dropped back with tire problems, the Yamahas of Capirossi and Roberts were coming through. Both had started badly, the Italian 10th at the end of lap one, the American 13th and among the privateers. It was Roberts who made the biggest impression, charging through so he was soon not only with the group following the leaders, but actually in front of it, passing Barros and Bayle in one lap. He'd chosen soft tires in order to make an early charge, but he'd hoped to do it from slightly farther ahead.

As the race wore on, he and Capirossi moved ahead of the group, but Roberts' tires were now well past their best.

"I tried everything to stay ahead of (Loris) Capirossi, but I had so little grip that by the last laps I could hardly open the throttle," said Roberts.

Capirossi had timed his run well, and he moved ahead with nine laps to go. By the finish he had closed up to within 2.4 seconds of the troubled Okada, just missing a second rostrum of the year.

Roberts fell victim to Puig on the final lap. Bayle was a lone seventh, happy just to finish after the crash the day before. "My arm was painful," he said.

Barros had dropped into the clutches of slow starter Shinichi Itoh, who had earlier passed the injured Carles Checa's V-four, and had the Spaniard tucked up tight behind. The three spent the second half of the race locked together in another close battle. Barros fended off Itoh by less than half a second, Checa losing touch at the finish.

This wasn't all the excitement. Juan Borja's Elf was holding station in a lone 11th, but a little way back Jeremy McWilliams was making the running in a fierce privateer battle that at one stage had five of them locked together. At the finish James Haydon had taken control, with Frenchman Fred Protat and McWilliams on his back wheel. Sean Emmett dropped out of this battle but claimed the last point, Eugene McManus had also been with them and was 16th, with 20 finishers.

Doohan now leads the championship with 72 points, with Cadalora moving up to second on 55. Barros has 48, Abe 40, with Checa, Russell, Bayle, Criville and Puig all close behind.

250cc GRAND PRIX

Biaggi's story is soon told. He led from start to finish in familiar masterly style, taking a lead of more than one second at the end of one lap, and continuing to stretch it to a yawning 10 seconds by lap 10 and 12 ticks by the finish.

It was his first win at Jerez, and he was a little surprised it had been so easy. "I'd chosen harder tires to be strong at the end of the race, but I was able to go away from the beginning anyway," he said. This decisive defeat of his rival Harada at a track where the Japanese rider did the same to him in 1993 and 1995 was a massive boost to his confidence.

Waldmann and d'Antin led the early pursuit, the Spaniard nosing ahead briefly on the second lap after Waldmann slid and ran wide, only to narrowly escape crashing himself after a lurid slide, dropping back to fourth behind the German and the Yamaha of Harada, who had made a good start from the second row.

Waldmann got back ahead of Harada for another few laps, but the Japanese rider was on the boil, and when Harada regained second place on lap eight, he stayed there to the finish. "My main problem today was not my injured hand," Harada said. "It was the time I lost for bike setting by crashing in practice. Max was so fast today I don't know that I could have caught him anyway."

Waldmann would have liked to have tried. "I made two mistakes and Harada passed me twice," Waldman said. "That allowed Max to get away earlier on. But my tire choice was not good, and I was really sliding around at the finish."

A brief glimmer of excitement in the final procession came from his teammate Fuchs, who had started well and paced himself so as to preserve his tires. In the last lap he closed right up on Waldmann, who narrowly repulsed his attack.

"I have to apologize to my teammate," Waldmann said. "He would have passed me if I hadn't blocked him. But I did want to finish third." Fuchs



was man enough to be thrilled with a career-best fourth, putting himself firmly on the rather sparse 1996 250cc map.

Another full 13 seconds back came the best scrap of the race, between detuned practice crasher Jacque, fast starter d'Antin and test-injury victim Tohru Ukawa. The all-Honda trio put on a good scrap, with Jacque dropping away in the closing laps after a big slide and Ukawa valiantly defeating d'Antin by less than two-tenths. Jean Philippe Ruggia was a distant eighth after a rotten start; British Aprilia privateer Jamie Robinson an impressive ninth, narrowly ahead of fellow Aprilia privateer Luca Boscuro. Then came Sete Gibernau, Sebastian Porco and the rest, with just 19 finishers.

Biaggi claimed a solid 30-point lead over Harada, with d'Antin third overall, then Jacque, Waldmann and Fuchs. It's early yet, but it already looks as though their all fighting over second place unless Harada's luck turns soon.

125cc GRAND PRIX

The first race of the day saw much changing of fortunes and developed into a classic 10-bike battle for the lead. The usual bunch of circumstances saw this whittled down to five at the flag, crossing the line within a quarter of a second for a photo finish.

The lead changed hands frequently; the same was true of the next 10 positions. Emilio Alzamora was up front most of the time, but Katzuto Sakata, Haruchika Aoki, Noboru Ueda and Jorge Martinez also had the pleasure at one time or another.

Akira Saitoh's chances evaporated on lap 19, when he lost his place in the group with a crash, remounting to finish last. To the crowd's sorrow, Martinez

In the final corner on the final lap, Criville crashed out of his battle with Doohan, leaving the World Champion to ride to victory ahead of Cadalora.

went with just two laps to go, crashing heavily shortly after taking the lead for the first time.

After the thrilling finish, both Aoki and Alzamora thought they had won. Only Aoki was correct, by 0.025 second, with Ueda, hard-charging Rossi and Sakata almost abreast with the winner.

Double race winner this season Masaki Tokudome headed the next pack, less than three seconds adrift, heading the similar works Aprilia of Stefano Perugini by a quarter of a second. Then came erstwhile front-runner Tomomi Manako, whose Honda had all but fallen back to be overtaken by Yoshiako Katoh's Yamaha. Similar battling groups made up a good proportion of the 24 finishers.

Luckless Garry McCoy added a non-finish to an awful weekend after setting third-fastest time at IRTA tests the weekend before. His main problem was illness, but he fought back the fever only to be left miles behind at the start. He battled on, only for the bike to fail at the halfway mark.

Aoki's victory was either masterful or lucky. His record would suggest the former. It was his first win of the year, but second everywhere else gives him the title lead at 85 points to Tokudome's 73. Ueda leads the rest on 49, with Perugini the first European, on 46.

THUNDERBIKE TROPHY

The opening round of the Thunderbike trophy saw pole qualifier William Costes triumph in a close battle with fel-



(Left) Michael Doohan's win extended his lead in the World Championship point standings. It was the Repsol Honda rider's second victory in four Grands Prix in 1996. (Below) Max Biaggi exhorts in victory after winning the 250cc Grand Prix in Jerez.

Juan Borja (1:45.745); 14. Norifume Abe (1:45.986); 15. Scott Russell (1:46.215); 16. Carles Checa (1:46.393); 17. Lucio Pedercini (1:46.241); 18. Jeremy McWilliams (1:46.892); 19. Frederic Protat (1:47.228); 20. Sean Emmett (1:47.329); 21. James Haydon (1:47.338); 22. Adrien Bosshard (1:47.949); 23. Eugene McManus (1:48.576); 24. Jean Jeandat (1:48.678); 25. Toshi Arakaki (1:48.826).

125cc GRAND PRIX: 1. Haruchika Aoki (Hon); 2. Emilio Alzamora (Hon); 3. Noboru Ueda (Hon); 4. Valentino Rossi (Apr); 5. Kazuto Sakata (Apr); 6. Masaki Tokudome (Apr); 7. Stefano Perugini (Apr); 8. Tomomi Manako (Hon); 9. Yoshiaki Katoh (Yam); 10. Ivan Goi (Hon); 11. Peter Oetli (Apr); 12. Manfred Geissler (Apr); 13. Dirk Raudies (Hon); 14. Darren Barton (Apr); 15. J. Ramirez (Yam); 16. Jose Sarda (Hon); 17. Uouishi Uti (Yam); 18. Frederic Petit (Hon); 19. Andrea Ballerini (Apr); 20. Herri Torrentegui (Hon); 21. Loek Bodelier (Hon); 22. Jaroslav Hules (Hon); 23. Gabriela Debbia (Yam); 24. Akira Saito (Hon); 25. Jorge Martinez (Apr); 26. Garry McCoy (Apr); 27. D. Garcia (Hon); 28. Angel Nieto (Apr); 29. Stefano Cruciani (Apr); 30. A. Molina (Hon); 31. E. Maturana (Yam); 32. Lucio Cecchinello (Hon).

Time: 42 min., 34.978 sec.
Distance: 23 laps, 63.071 miles.
Average Speed: 88.869 mph.
Margin of Victory: 0.025 sec.
Fastest Lap: Kazuto Sakata, 1:49.400/90.239 mph, Lap 23.

250cc GRAND PRIX: 1. Max Biaggi (Apr); 2. Tetsuya Harada (Yam); 3. Ralf Waldmann (Hon); 4. Jurgen Fuchs (Hon); 5. Tohru Ukawa (Hon); 6. Luis d'Antin (Hon); 7. Oliver Jacque (Hon); 8. Jean-Philippe Ruggia (Hon); 9. Jamie Robinson (Apr); 10. Luca Boscuro (Apr); 11. Sete Gibernau (Hon); 12. Sebastian Porco (Apr); 13. Cristiano Migliorati (Hon); 14. Takeshi Tsujimura (Hon); 15. Osamu Miyazaki

low-Frenchman Adrien Morillas's Yamaha. The pair had been dueling all race long, and ended up just over a tenth apart.

Eric Mahe had been with them, reinforcing a strong international debut for the new Thunder-Cat, but crashed out one lap short of the flag. This left Yves Brigueat in third, comfortably ahead of a battle for fourth won by ex-GP rider Bernard Garcia over Pere Riba.

Circuit de Jerez
Jerez, Spain
Results: May 12, 1996

125cc QUALIFYING: 1. Jorge Martinez (1:49.945); 2. Emilio Alzamora (1:50.082); 3. Kazuto Sazata (1:50.170); 4. Akira Saito (1:50.208); 5. Peter Oetli (1:50.577); 6. Stefano Perugini (1:50.672); 7. Valentino Rossi (1:50.710); 8. Masaki Tokudome (1:50.797); 9. Haruchika Aoki (1:50.838); 10. Manfred Geissler (1:50.921); 11. Noboru Ueda (1:51.999); 12. Yoshiaki Katoh (1:51.244); 13. Lucio Cecchinello (1:51.488); 14. Dirk Raudies (1:51.580); 15. Tomomi Manako (1:51.594); 16. Ivan Goi (1:51.826); 17. Darren Barton (1:51.839); 18. Garry McCoy (1:51.862); 19. Jaroslav Hules (1:51.952); 20. Andrea Ballerini

(1:52.223); 21. Loek Boedeler (1:52.646); 22. J. Sarda (1:52.904); 23. J. Ramirez (1:52.981); 24. Gabriela Debbia (1:53.040); 25. Herri Torrentegui (1:53.059); 26. Youishi Uti (1:53.294); 27. Frederic Petit (1:53.988); 28. A. Molina (1:54.120); 29. Stefano Cruciani (1:54.164); 30. D. Garcia (1:54.610); 31. Angel Nieto Jr. (1:54.688); 32. J. Maturana (1:54.812).

250cc QUALIFYING: 1. Max Biaggi (1:45.015); 2. Ralf Waldmann (1:45.218); 3. Jurgen Fuchs (1:45.896); 4. Nobuatsu Aoki (1:45.964); 5. Luis d'Antin (1:46.392); 6. Tetsuya Harada (1:46.552); 7. Tohru Ukawa (1:46.606); 8. Jean-Philippe Ruggia (1:46.608); 9. Eskil Suter (1:46.630); 10. Jamie Robinson (1:47.148); 11. Roberto Locatelli (1:47.169); 12. Sebastian Porco (1:47.226); 13. Jurgen van den Goorbergh (1:47.329); 14. Oliver Jacque (1:47.391); 15. Sete Gibernau (1:47.445); 16. Osamu Miyazaki (1:47.532); 17. Regis Laconi (1:47.536); 18. Davide Bulega (1:47.557); 19. Luca Boscuro (1:47.696); 20. Massimo Ottobre (1:47.818); 21. Oliver Petrucciani (1:47.880); 22. Takeshi Tsujimura (1:47.966); 23. Cristiano Migliorati (1:48.081); 24. J. Marsella (1:48.100); 25. C. Cogan (1:48.599); 26. Gianluigi Scalvini (1:48.643); 27. Christian Boudinot (1:48.999); 28. Yasumasa Hatakeyama (1:49.848); 29. Jose Barresi (1:50.518); 30. M. Tey (1:51.903); 31. V. Esparragoso (1:53.613).

500cc QUALIFYING: 1. Michael Doohan (1:43.866); 2. Alex Criville (1:43.960); 3. Tadayuki Okada (1:44.212); 4. Dorian Romboni (1:44.238); 5. Daryl Beattie (1:44.383); 6. Luca Cadalora (1:44.445); 7. Jean-Michel Bayle (1:44.450); 8. Loris Capirossi (1:44.458); 9. Alberto Puig (1:44.681); 10. Kenny Roberts Jr. (1:44.982); 11. Shinichi Itoh (1:45.093); 12. Alex Barros (1:45.278); 13.



Doohan's last-minute flyer

Jerez, a popular testing venue, has generally been thought a predictable and consistent track. Not so this year. All riders struggled to repeat the times they'd set during private or IRTA tests, while the threat of the Honda V-twin - expected to be a potential pole qualifier and race winner - was blunted as Tadayuki Okada struggled with his suspension.

It was the other V-twin, Dorian Romboni's Aprilia, that claimed provisional pole on Friday, only for the Italian also to run into unexpected pitter and setting problems on Saturday that meant he was one of the only riders not to improve.

It was another all-action session, with the top times close once again as the revival of the premier class continues. Rookies were well to the fore, with Kenny Roberts Jr. and Jean-Michel Bayle each taking a turn heading the list. Alex Criville nosed ahead early in the final session. Then came Michael Doohan's champion's gambit.

"I'd been struggling all weekend. We tried the new ('Shohlins') forks that we used in Malaysia and that worked well at the Ricard tests, and they didn't work," Doohan said. "Then we tried the old forks, and they didn't work either." He ended up sixth on Friday.

"At the end of the last session, we had just a couple of minutes left," Doohan continued. "We put on some new tires. I had one lap to scrub them in, then I went for a time to try and get on the front row." His quality as a rider was left in no doubt (as if there had been any) when that time was enough to give him pole position.

This left Criville dispossessed after his own sub-record lap, after improving steadily session by session, and if he was disappointed by losing the top spot he at least had the satisfaction of hearing Doohan say that he (and Beattie) were the rivals he was most worried about. Criville never says much, sticking to

praising the team and his bike, but he has matured steadily, and was a real threat at his home Grand Prix.

Okada ended up third, but he'd only got there in the last minute after fitting 250cc tires in a desperate move. "I cannot race with them," Okada said. "Tomorrow I will still be looking for settings that will work with a race tire. I expected to find it easy here, but instead I have been struggling with suspension."

Likewise Romboni, by now knocked down to fourth after failing to improve, was puzzled. "We couldn't do the time we did in the IRTA test in February. I don't know why," the Italian said.

Daryl Beattie led row two, only a tenth slower than Romboni, and just half-a-second down on pole. He was confident and comfortable in his second race of the year. "Last year we struggled here, but the day after the race we tested and found a geometry change that worked really well," said the Australian. "We started with the bike identical to that, and we've only made a few small changes." His only worry was in finding a rear tire that would last the race.

Luca Cadalora was alongside, having improved his front-end feel by switching to Ohlins forks. Then came Bayle, who was high-sided in the closing minutes, bashing his hand but escaping serious injury. Loris Capirossi finished row two, devoting himself to tire testing rather than lap times to be race-ready in tricky conditions.

Last year's winner Alberto Puig led row three from Roberts Jr., Shinichi Itoh's V-twin - the Honda rider's hand injury improving slowly race by race - and Alex Barros; Juan Borja led row four from Japanese GP winner Norifumi Abe, of whom Roberts quipped: "We've decided not to let him practice in the future - just let him out of his cage on Sundays."

Then came Paul Ricard injury victims Scott Russell and Carles Checa, the former missing most of the final session after he felt something "go pop" in his right foot on only his second lap. "Until then I'd been having trouble with my left foot, so that was pretty unexpected," said the Georgian.

Preconceptions were swept aside in the 250cc class as well. What has recently been a Yamaha/Tetsuya Harada playground instead saw the former champion struggling from the beginning, leading to a big crash in the final session that hurt

the hand he injured in Japan once again and did comprehensive damage to his bike. He was languishing still in sixth place, on row two; though a racer of his caliber can never be ruled out.

With Jean Philippe Ruggia and Oliver Jacque both crashing heavily in the first untimed session, Ralf Waldmann and Max Biaggi were left alone up front to dispute pole, with the Italian taking it by two-tenths in the final session. "I'm happy," Biaggi said. "I used only race tires and worked on my race setup all the time."

Waldmann had been ahead on the first day and had his first pole position in his sights when his semiautomatic speed-shift system failed. "The ignition cut-out didn't work," Waldmann said. "It's not that it's difficult to change gear manually, but when you are used to doing it without using the clutch or closing the throttle, going back to the old way breaks your rhythm and concentration."

The depleted 250cc year saw a gap of more than three-quarters of a second from first to third, taken by first-time front-row man Jurgen Fuchs, who was naturally thrilled to be starting alongside his teammate Waldmann. "I'm still finding the works bike very vicious and difficult after a production bike, which I could ride wide-open almost everywhere," Fuchs said.

Haruchika Aoki completed the front row, less than a tenth down on Fuchs. But even now times did not close up particularly, with another four-tenths to fifth-fastest Luis d'Antin, who led row two from Harada, Tohru Ukawa and Ruggia. The former was troubled by a broken bone in his foot from the IRTA tests; the latter had a similar problem - two broken bones - after his Friday morning crash. In pain, short of time to set up the bike, he was not at his best.

Eskil Suter led an all-Aprilia row three from top privateer Jamie Robinson, another crash survivor; ahead of Roberto Locatelli and promising Argentinian Sebastian Porco. A troubled Jurgen van den Goorbergh headed Oliver Jacque on row four, the Frenchman still suffering the aftereffects of concussion from his day-one fall ("It felt like there was a time delay from when I wanted to do something and when I actually did it.") and from setup problems due to losing the first day.

(Apr); 16. Davide Bulega (Apr); 17. Massimo Ottobre (Apr); 18. Yasumasa Hatakeyama (Hon); 19. Giovanni Scalvini (Hon); 20. Eskil Suter (Apr); 21. J. Marsella (Hon); 22. Jurgen van den Goorbergh (Hon); 23. Oliver Petrucci (Apr); 24. M. Tey (Hon); 25. C. Cogan (Hon); 26. Regis Laconi (Hon); 27. Nobuatsu Aoki (Hon); 28. Jose Barresi (Yam); 29. Roberto Locatelli (Apr); 30. Christian Boudinot (Apr); 31. V. Esparragoso (Hon).

Time: 46 min., 06.154 sec.

Distance: 26 laps, 71.298 miles.

Average Speed: 92.791 mph.

Margin of Victory: 12.238 sec.

Fastest Lap: Max Biaggi, 1:45.270/93.785 mph, Lap 3.

500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. Luca Cadalora (Hon); 3. Tadayuki Okada (Hon); 4. Loris Capirossi (Yam); 5. Alberto Puig (Hon); 6. Kenny Roberts Jr. (Yam); 7. Jean-Michel Bayle (Yam); 8. Alex Barros (Hon); 9. Shinichi Itoh (Hon); 10. Carlos Checa (Hon); 11. Juan Borja (Elf); 12. James Haydon (Yam); 13. Frederic Protat (Yam); 14. Jeremy McWilliams (Yam); 15. Sean Emmett (Yam); 16. Eugene McManus (Yam); 17. Toshi Arakaki (Yam); 18. Jean Jeandat (Pat); 19. Adrien Bosshard (Elf); 20. Lucio Pedercini (Yam); 21. Alex Criville (Hon); 22. Daryl Beattie (Suz); 23. Dorian Romboni (Apr); 24. Norifume Abe (Yam).

Time: 47 min., 28.064 sec.

Distance: 74.041 miles.

Average Speed: 93.589 mph.

Margin of Victory: 2.677 sec.

Fastest Lap: Luca Cadalora, 1:44.812/94.187 mph, Lap 16.

125cc WORLD CISHIP POINT STANDINGS (After 4 of 14 rounds): 1. Haruchika Aoki (85/1 win); 2. Masaki Tokudome (73/2 wins); 3. Noboru Ueda (49); 4. Stefano Perugini (46/1 win); 5. Tomomi Manako (39); 6. Peter Oettl (37); 7. Valentino Rossi (33); 8. Emilio Alzamora (31); 9. (TIE) Jorge Martinez/Kazuta Sakata (19); 11. Dirk Raudies (16); 12. (TIE) Manfred Geissler/Akira Saito (15); 14. Lucio Cecchinello (13); 15. M. Azuma (10).

250cc WORLD CISHIP POINT STANDINGS (After 4 of 14 rounds): 1. Max Biaggi (95/3 wins); 2. Tetsuya Harada (65/1 win); 3. Luis diAntin (46); 4. Oliver Jacque (43); 5. Ralf Waldmann (40); 6. Jurgen Fuchs (36); 7. (TIE) Tohru Ukawa/Nobuatsu Aoki/Jean-Philippe Ruggia (31); 10. N. Numata (20); 11. (TIE) Luca Boscuro/D. Kato (16); 13. (TIE) Jurgen van den Goorbergh/Jamie Robinson (12); 15. (TIE) Sebastian Porco/Takeshi Tsujimura (11).

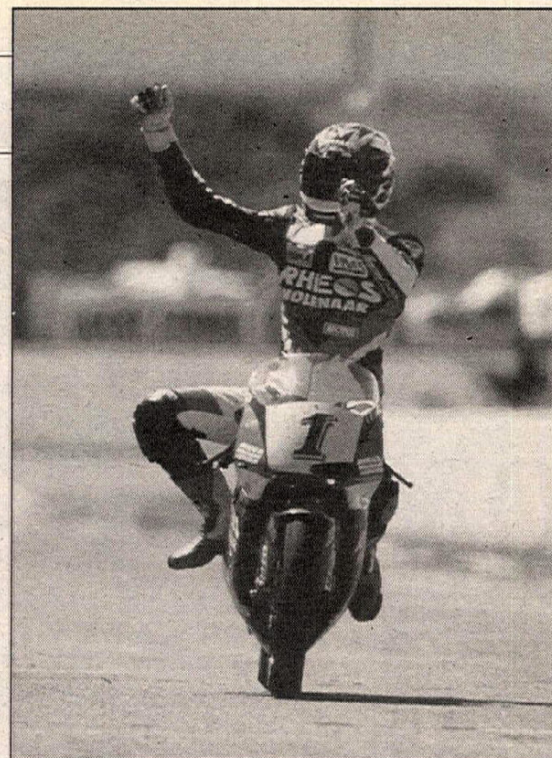
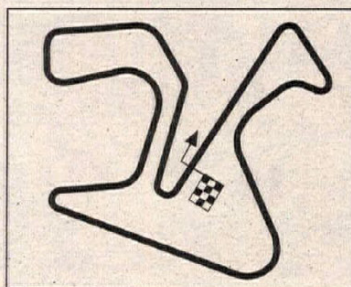
500cc WORLD CISHIP POINT STANDINGS (After 4 of 14 rounds): 1. Michael Doohan (71/2 wins); 2. Luca Cadalora (55/1 win); 3. Alex Barros (48); 4. Norifume Abe (40/1 win); 5. Carlos Checa (39); 6. Scott Russell (38); 7. Jean-Michel Bayle (35); 8. (TIE) Alberto Puig/Alex Criville (33); 10. (TIE) Loris Capirossi/Tadayuki Okada (29); 12. Shinichi Itoh (15); 13. (TIE) Kenny Roberts Jr./Dorian Romboni (14); 15. Frederic Protat (12).

Upcoming Rounds:

Round 5 - Mugello, Italy, May 26

Round 6 - Paul Ricard, France, June 9

Defending World Champion Haruchika Aoki won the 125cc Spanish Grand Prix after a hectic battle that went to the wire.



Briefly...

Mick Doohan expects to test the Honda V-twin in the coming weeks, and may race the handy lightweight at the British GP at Donington Park in July. The move comes after Honda asked him to test the machine at the IRTA tests at Paul Ricard in France the week before the Spanish GP. He declined, because they told him there was no chance he'd be able to race it at Jerez even if he did like it, and he preferred to concentrate on his suspension problems with his V-four. But the door is not closed. "I expect to test it in the coming weeks, and there's a chance - though only a slim chance at best - I might race it at Donington Park," he said. At the previous race three weeks ago, HRC managing director Suguru Kanazawa said there was little chance Doohan would race the bike. "There are only enough for our two development riders," he said.

Four **spectators** at Jerez were reported seriously **injured** after an unmanned police car ran away down a ramp and into the crowd.

Bernie Ecclestone's return to bike GP racing came one step closer at Jerez with the announcement of a new accord between Ecclestone and the FIM, the official World Championship sanctioning body. At the same time, the FIM was set to regain important powers that they lost when they leased racing rights to Dorna/TWP in 1991, while the teams' association, IRTA, was ruled out of racing's immediate future. But in the end the latest political developments in the growing dispute left more confusion than ever, with none of the new deals yet signed.

FIM President **Francesco Zerbi**, Dorna/TWP managing director **Carmelo Ezpeleta** and Ecclestone met in Madrid on Friday, and agreed in broad outline on a new initiative that will restore the FIM's rights to make sporting and technical rules. It is also a first step towards coordinating motorsports worldwide, bringing Grand Prix and Superbike racing into the same stable as Ecclestone's car F-1 series, supposedly on an equal footing rather than as a junior partner. Zerbi announced details at a packed press conference which seemed to sound IRTA's death knell, or else to make inevitable the threatened split in racing. The announcement put forward a vision of a bright future in which bikes would take an equal position with F-1 cars in an internationally coordinated program of top-level motorsports. But it also awoke widespread fears that Zerbi has walked willingly into the lion's den, and that Ecclestone will swallow up bike racing and spit out the bones.

IRTA arranged an emergency committee meeting in response to the surprise announcement, which is the latest twist in events initiated by their own agreement with Olympic sports marketing group ISL. The teams' association had been prepared to go it alone with ISL if Dorna and the FIM would not fall into line; the accord with Ecclestone is Dorna's response to what they saw as an attempt at blackmail. Zerbi explained that he had taken the initiative in line with his earlier resolution to restore the FIM's power within racing, most of which was lost when the series was taken over by Dorna, Ecclestone's TWP company, and IRTA in 1991. Ecclestone sold out his interest to Dorna after one year, but is now a bidder to take over Dorna once again. "After a long and complex conversation with Dorna and Mr. Ecclestone, we agreed that all technical and sporting rights would return to the federation, with no exception," said Zerbi. "All requests from the FIM had been accepted with the greatest understanding by Ecclestone," he continued, "but the details had yet to be finalized and the agreements signed. That would come in about a month." If that took place as he hoped, he would create an advisory commission including the FIM, Dorna, the manufacturers, riders and teams and sponsors. But they would have only consultative powers, and he would retain the overall executive powers as FIM president. "All the times and means are yet to be agreed, but the goal is clear," Zerbi said, citing a common interest between the amateurs (the FIM) who wanted to improve the

sport for reasons of passion, and the commercial interests who wanted the same thing in order to make more money. "The future of our sport will be linked to the future of other motorsports - and, I can assure you, bikes will not be at a lower level but at an equal level. We must look to development in areas of huge potential interest - India, China, South East Asia and the Far East. All motorcycle interests should be united within the FIM to achieve this goal." Zerbi faced tough questioning over Ecclestone's motives, in the light of the fact that other motorsports he had taken over - world sports cars, the world rally championship and F-3000 - had apparently been allowed to lose ground in favor of F-1, and that he was active in keeping Indy Car racing well away from areas where F-1 was strong. Would he not do the same to the bikes? "What is important is not what has happened, but what will happen," said Zerbi. Asked whether he saw IRTA/ISL as forming a rival championship, he said: "I can see they may have some races, but I do not see another championship." He also pointed out that IRTA had never had any agreement with the FIM, adding: "We are not interested in waging war. The riders and teams will be asked to cooperate; their voices will be heard and listened to. Remember that IRTA was formerly a member of the FIM, but they decided freely to leave to have a free hand. I feel extreme personal goodwill to the members of IRTA."

Bernie Ecclestone has offered to buy Dorna, confirmed managing director Ezpeleta at the same conference. "He has not bought our motorcycle rights, but he has offered to buy them. If he does so, Dorna will not cease to exist," Ezpeleta said. This was understood to mean that the company would become Ecclestone's property. But any such sale could only go ahead with the approval of the FIM, he stressed, while Zerbi added: "In our discussions in Madrid, we planned to alter the terms of the existing contract with Dorna (which lasts until 2006) so that the sporting and technical powers return to the FIM. Other terms remain as before - and we have the right to revoke the contract if we don't approve of any sale of rights by Dorna." Ezpeleta said that they would honour the terms of their current contract with IRTA, which expires at the end of this year. The failure last year to renew this contract for a further five years triggered IRTA's attempt to make a new deal with ISL. "I met with ISL in January, and they told me that if they signed an agreement with IRTA, then our contract with the FIM would be worthless (because the teams would go with IRTA). I told them I had another idea, and that we would continue with our partnership with the FIM."

IRTA responded with a strongly worded statement that accused the FIM president of being "economical with the truth" concerning his real intentions, but reserving full comment until a general assembly of all members at the Italian GP in two weeks' time. "IRTA are of the opinion that the strategy announced by the FIM president would not just obstruct the future professional development of the sport, but actually cause regression to the detriment of teams, manufacturers, sponsors and our spectators. In consequence, IRTA totally rejects this incredible strategy."

Paddock reaction to the announcement was mixed, with teams and sponsors pulling back from any official reaction. While all felt that if Ecclestone was dedicated to developing racing he could certainly offer enormous commercial progress, major doubt remained concerning his motives. "People should remember the good things that IRTA has done," said one team manager, off the record. "As well as sorting out the paddock, permanent entries and worthwhile prize money and travel expenses for all teams, they have also introduced a powerful riders' representative who takes care of track safety, they have been instrumental in building up 500 grids to respectable numbers again, and they are responsible for the permanent presence of Dr. Claudio Costa's medical facility. "If we lose any of that, it will be a great cost to racing."

One reason for a lack of support for IRTA by the major teams was highlighted by **Wayne Rainey** on Saturday, when he blamed the controversial cost-cutting "one-bike" rule for Tetsuya Harada's practice crash. "It takes 20 minutes to make adjustments to a chassis, then the guy has to go out again. The loss of

time means he has to try too hard. It's dangerous. We're here to race, not to see how quickly we can change a chassis."

The IRTA tests at **Paul Ricard** the week before the Spanish GP cast a long shadow, with a spate of accidents there leaving several costly residual injuries. The tests at the venue for the French GP were scheduled because after an absence from Ricard since 1991 it is classified a "new track." But a combination of cold weather and a shortage of left-hand corners meant a number of riders were caught out when that side of the tire did not reach full working temperature.

Only luckless 250cc Chesterfield Aprilia rider **Jose Luis Cardoso** was actually out of the race in Spain, with a broken bone in his hand; but other victims were clearly below par. Lucky Strike Suzuki man **Scott Russell** broke six toes, one in two places, and was hampered by the pain when changing direction, when "you need to put a lot of weight on the footpegs," and when downshifting. The team moved the gear lever, and on Saturday went to work on his latest too-big plaster cast with an angle grinder so it could fit into his special rear-entry boots. However, on Saturday afternoon he felt something "go pop" in his right foot, and on Sunday morning he withdrew from the race on advice from Dr. Costa, to improve his chances of a quick recovery. **Carlos Checa** fractured both bones in his left forearm, but was able to ride in Spain, if not at full speed, while V-twin riders **Dorian Romboni** and **Tadayuki Okada** both also crashed, with the Italian fracturing bones in his left hand, without serious after-effects, and Okada doing something similar to his ankle. Benetton-Honda 250 rider Tohru Ukawa was also hurt, racing in Spain with a broken bone in his right foot.

Randy Mamola made a racing return in Spain - as a TV commentator. The former clown prince of bike racing filled the role of roving pit-lane reporter. "I'm hoping if this goes well I'll do all the races," he said.

On-bike cameras were back at Jerez, fitted to the top 10 in each class. They were supposed to be there for the earlier races, but a dispute about the extra weight and bodged-up bracketry saw them abandoned in the Indonesian GP, second round of the championship. Then, in a race-day turnaround, Doohan's team removed the camera from his Honda, and reportedly declined all attempts at persuading them to reinstate it.

Pepsi has come back into racing with backing for the Elf-ROC BRM-powered machine. The deal includes agreement to sell Pepsi products in Elf service stations in France.

Max Biaggi tried to clamp down on widespread speculation that he is already negotiating for a 500cc ride for next year - but confirmed that he expects this will be his last year in the 250cc class. "I have read in many places I am asking for money and looking for a ride. That is not true. First I want to make the most of my last year in the 250 class," he said. Aprilia racing manager Carlo Pernat confirmed that he hopes to open the bidding with Biaggi within the coming weeks. "He is difficult to manage and difficult to deal with, but we want him to ride our 500 V-twin next year," he said.

Meanwhile, the V-twin designer **Jan Witteveen** said they may soon make the bike bigger than the current 410cc configuration, but still insists he will not follow Honda to the full 500cc. Earlier this year he put his limit at "430cc, possibly 450cc."

German former 250cc star **Helmut Bradl** may make a racing return at his home GP at the Nurburgring - on a V-twin 500cc Honda. But if the move by the live-wire promoters and the Honda importers is successful, it is likely to upset Doohan, who was said by HRC to have had his own request to have a V-twin made available turned down.

Other proposed **Wild Cards** for the Nurburgring race are Andreas Hoffman on a works Suzuki, and Udo Mark on a Yamaha; while there is also a chance that Elf may make one of their V-fours available.



ROAD RACE

World Championship Superbike Road Race Series

Round 3: Hockenheimring



KING CARL IS BACK

By Johan Vandekerckhove
Photos by Gold & Goose

HOCKENHEIMRING, GERMANY, MAY 12

Just when everybody had given up hopes of seeing Carl Fogarty return to the rostrum, the double champion got back on his feet and took his first victory on the RC45 at Hockenheimring, round three of the World Superbike Championship. It was a fine day for the Briton who was keen to point out at the post-race conference that he "showed those who had said that Carl Fogarty could not win on a four-cylinder." Fogarty finished fifth in the first race.

Another happy Honda rider was Aaron Slight. The New Zealander prevailed in race one - giving Honda's RC45 two wins at the German round - after a tough scrap with pole qualifier Pier-Francesco Chili, who crashed after coming into contact with Slight's bike only moments from the finish.

And while Fogarty and Slight were certainly pleased with their performance, John Kocinski, too, had something to be happy about. Despite the fact that he didn't win either race, the California resident moved into the championship points lead with second- and third-place finishes. Former points leader Troy Corser had much to do with Kocinski's new position at the top of the standings - he crashed in both outings, leaving the fast German track battered, bruised and running in third overall on the same 90 points he held after his pair of wins at Donington Park. Kocinski leads the way with 105 points with Slight second on 97. Simon Crafar and Fogarty are tied for fourth place with 72 points. Yamaha's Colin Edwards II moves into sixth place after a podium finish in race one and a sixth later in the day.

RACE ONE

Pole qualifier Chili shot off the line with the early advantage, diving into the first long straight after the stadium section with Slight and Corser following in hot pursuit. After some five laps, Kocinski had joined the three leading men, and slowly the lead group pulled away from the rest of the field.

Colin Edwards II was hanging on to fifth at the head of the next group, with Simon Crafar on his tail. Paolo Casoli and Fogarty kept each other company in seventh and eighth position.

While the positions in each of the small packs of riders changed every lap, nobody seemed to be able to hook up with the group in front of him, and by the same token, nobody lost enough ground to be passed by the following group. Then, with four laps left to race, Kocinski was first to falter as he dropped off the pace. The Ducati rider starting having some difficulty keeping the rear of his Ducati in line with the front and he slowly lost touch with Corser, Slight and Chili.

Two laps before the end, the leading trio was reduced to a duo when disaster struck for Corser. "I think that the engine slowed down, because coming into the corner it felt completely different from all other laps," Corser explained. "I lost the back, was able to catch it, lost it a second time, caught it again but hit the grass and crashed."

As so often in Hockenheim, victory was decided only in the last moments - right in front of the 25,000 spectators that had gathered in the famous stadium section. Slight and Chili dived into the grandstand sections side by side, though Slight seemed to have the best line. The Honda rider accelerated with a small lead to the Sachs Kurve, but then

saw Chili coming back again in the corner of his eye. The Italian was going too fast, however, ran wide and nearly hit the grass at the exit of the corner. At the same time, Slight exited, letting it all hang out and now unable to see where the Italian was. Then it all went wrong for the Italian.

"As I was leaning over, I could not at all see where Pier-Francesco was," Slight said. "I think that if anyone could have avoided the accident, it was Chili. I hit the front of his bike and down he went. Chili's bike was obviously faster than everything else on the track - even (faster) than Troy Corser's. I was losing the rear, but in the chicane I saw that Chili was also slow. So I guess he had the same problem. Here we used a hard tire and we got away with it."

For Slight this was his first victory of the season. On the rostrum, he got the company of Kocinski, who by virtue of the pair of crashes in front of him was promoted to second, and Edwards finished third.

Despite tire problems and an injured foot from an earlier crash, Kocinski was still fairly pleased with his result. "My main problem was that the rear tire overheated and that my foot still hurts," said the California resident. "All in all, I am pretty happy with this result, because it's the first time I am on the podium in Hockenheim. I seem to either not be able to finish here or land in the hospital."

Edwards got another rostrum position under his belt, after having battled most of the race with Muzzy Kawasaki's Crafar. The two riders had never been more than a second apart. "I had a good start and got behind Kocinski," Edwards said. "But I lost a bit of tow and there was no way I

could get it back. I also had a chatter problem. I had plenty of engine, but I did not get the machine to turn. We should have changed geometry before the race. I knew that there was going to be some attrition up front and I saw Chili had crashed, (but) I didn't know what position I was in. It was only when I got off my bike that I knew I was third."

Crafar lost this battle with the Texan, and was pretty disappointed. "I should have beaten Colin," the Kiwi said. "The problem is that I need more power. That would make life a bit easier for me on the straights. I also had some trouble with the rear tire that went off."

Fogarty came home fifth after a duel with Paolo Casoli. The surprising Italian (on a private Ducati) had lost another place in the last couple of laps when Gobert got past him to take sixth position.

Kirk McCarthy finished 10th after a somewhat problematic race outing that ended with his not being able to make a pass on Jochen Schmid. "From the fourth lap on, the brake started to come in," McCarthy said. "So I had to take it easy. I tried to catch Schmid and thought I could do it on the first chicane. Unfortunately some of my companions came on the outside and it didn't work out as I wanted it to. The bike is okay though, and is getting better all the time."

World Superbike rookie Mike Hale had to park his bike after 12 laps while he was running close to the top 10. "The rear wheel started to vibrate heavily, and I tried to keep it under control for about five, six laps," said Hale. "At the end I knew that I had to come in the pit. When I saw what the problem was, I knew I should have stopped in the first

lap and I knew that I had been very lucky to have stayed on the bike." Just like Christer Lindholm's in one of the earlier races, the rear axle of his bike seemed to have been badly constructed by Ducati.

Former Kawasaki World Superbike rider Rob Phillis didn't even finish the first lap. "The clutch stopped working," the racing veteran said. "Or actually, it was my fault, because I overcooked it. This is only the second time this has happened in my whole career."

RACE TWO

With the exception of Casoli, who made an even better start than he had in the first race, the same men were once again leading in the second heat. As before, Chili was doing most of the work up front, followed very closely by Casoli, Fogarty, Gobert, Slight and Kocinski. By the fourth lap, Slight took over entering the Stadium and as Casoli dropped back, a group of four formed up front.

A classic battle was in the making, with two Ducati riders (Chili and Kocinski) confronted by the two Castrol Honda riders (Slight and Fogarty). The RC45s had never looked as fast as they did now, but many expected the Ducatis to take revenge after their defeat in the first race. On the fifth lap, Kocinski started his charge, taking second position. One lap later he pushed Chili from first place.

But the two red, white and green Hondas were still in hot pursuit and looked like they were even tightening their grip on the number-11 bike of Kocinski. Behind the fast foursome, Edwards and Casoli were fighting over fifth place, followed by another group consisting of Lindholm, Hale, McCarthy and Kellenberger.

By this time an unfortunate Gobert was waiting for the ambulance after having collided with his teammate Crafar. "After my problems with the rear tire in the first race, I put another size on," Gobert said. "As soon as I was on

the track I knew I could win this one." The Muzzy teammates hooked onto each other while going through the Ostkurve. "We tried to outbrake each other at that point," Crafar said afterward. "But we hooked into each other. Only then I saw it was Anthony. I am just very sorry that it had to be my own



(Opposite page) Carl Fogarty (1) beats Aaron Slight (3) and John Kocinski (11) to the line in their epic World Superbike battle at Hockenheim. Simon Crafar (6) gives chase en route to his fourth-place finish. (Above) Pier-Francesco Chili (7) leads Slight and Troy Corser (2) in the first leg. (Left) Carl Fogarty won his first race of the season.

teammate. When the bikes parted again, I looked to see if he was all right. I didn't even know that he was going to crash." Gobert was lucky enough to get away with nothing worse than stretched ligaments on both feet.

With five laps to go, another Aussie went down. Corser, who had been hanging on to sixth spot, missed an oil flag but found the reason it was waving. "A stupid accident," Corser said. "I crashed on oil in the chicane. I had not seen the first oil flag. Only when I

was in the corner and looked up I saw it. Changing direction I went off. After my crash in the first race I had had to take the other bike, with a slower engine. It handled the same but I could not really get a draft down the straight."

Up front things were beginning to get really hectic, with Slight, Fogarty, Chili and Kocinski constantly changing positions. With race down to three laps, Chili dropped well of the pace at the back end of the circuit. With only one

spark plug working, he had to cruise back to the pit and notched up his second non-finish of the day.

For the remaining leaders, it all went down to the last lap, and the last long straight before the stadium. What no one had expected happened: All of a sudden, leading man Kocinski saw the two Hondas storming by. "Two laps before the end, I knew that I was not going to win this one," Kocinski said. "When the bike nearly stalled on the straight, I already prepared myself for a huge collision. Fortunately, Aaron and Carl avoided me and my engine kept running."

The two Castrol Hondas came into the stadium almost side by side, with a slight advantage going to Fogarty. The reigning world champion would keep his slim margin to notch up his first victory of the season and his first-ever on the RC45. "It was a kind of a gamble, really," Fogarty said. "We jacked up the rear of the bike before the second start. We would have tried that before during testing, but we always had rain. This modification made away with the chatter I have been experiencing the whole season and made the bike steer a lot easier. It felt a lot better and I could see very well in the chicanes that I was a lot quicker than John Kocinski in changing direction."

Chili blazes to the front

After the stop-and-go action in Misano and the fast sweepers at Donington, the ultrafast Hockenheim circuit was the third battlefield for the WSB-riders. Those who had thought that the Japanese fours would make up ground on the *Autobahn* track near Mannheim proved to be wrong. During practice, Ducati riders shattered the 185 mph barrier on the long straights, with Pier-Francesco Chili the surprising winner of the high-speed battle with a top speed of 189.1 mph. The former Grand Prix rider benefited optimally from this minor speed advantage over his rivals and on Friday had already clocked an astonishing 2:00.33 (Fogarty's official lap record is 2:02.59). Chili ended the first practice day 1.3 seconds faster than the rest of the pack.

Despite slightly better (warmer) weather conditions on Saturday and the fact that almost every rider bettered his time of the day before, Chili got stuck at 2:00.27, with Troy Corser edging a little bit closer and signing on with 2:00.99.

As it was, Chili stayed on pole position for the race. "I made my fastest time being drafted by Carl Fogarty most of the way," the Italian admitted. "But today's 2:00.27 was done all on my own. That is why I feel very confident for the race. I know the battle is going to be very tough, and if everything works well, lap times of under two minutes will be possible."

Corser notched up the second-best time. "I have been concentrating on setting up the bike instead of having the pole," he said. "I never found a draft; if I had, 1:59s would have been possible today already. The chassis feels a lot more comfortable now." Aaron Slight was third and quite happy with that result: "We looked at the top speeds in the straights and it seems that my Honda is 5 km/h (3.1 mph) slower than the Ducati. We did some modifications on the injection, but you can only get the speed out of it that's in it. Longer gearing for slipstreaming would be of no use. On one bike, I had some braking problems, but nothing that could not be solved. Except for the Ducatis everything is looking very good for tomorrow."

Despite a leg injury after a crash in a private practice session at Misano some days before the German round and encountering heavy traffic on the 'Ring, John Kocinski qualified fourth. "It is very frustrating to be held up by slow traffic," he said. "And the computer reading said that it was 99 percent sure we would have had the pole. I am very happy with the bike as it is, so we will not make any changes for tomorrow."

Of the four riders on the second row three of them had crashed on their way to their fast practice time. Simon Crafar had gone down on Saturday morning, which

prevented him from trying out some new things in the timed practice in the afternoon because of lack of time for the mechanics to fix the bike. "I'm quite happy about the result," the Kiwi said. "We had come here expecting a lot worse, because we are still a bit down on speed. I tried to get into the slipstream of Chili for a fast lap, but apparently he did not like that too much and slowed down as soon as he noticed me behind. We have been trying a different linkage and with different offset settings in order to get some stability."

Colin Edwards II kept his bike out of the gravel pits the whole time and beat his time of 1995 by more than a second on the first day. "We have got a few things to work on with the suspension especially coming out of the first corner and coming out of the chicane," he said on Friday. The next day, he improved his time despite an unforeseen problem with the front end of the bike. "We run into some chatter problems of the front, which prevented me from doing some more hot laps," the Texan said. "We think we know where the problem is. We will change the fork springs in order to try to put some more weight on the front. I did my fast lap taking McCarthy with me. I was on my very last lap, so I did not worry too much. I noticed Kirk moved up some three places on the starting grid after that fast lap."

Fogarty was the third man on the second row. "I am so desperate to go faster but I am struggling to find the settings I am happy with. I am on the absolute limit everywhere. We will keep testing as much as we can," promised Fogarty, who crashed on Friday morning when the back end came around as he exited the chicane.

Anthony Gobert qualified eighth despite a crash in the last qualifying session - at exactly the same place where he had done some off-road riding the day before. "Compared to the Ducatis the top speed is still a problem," he said. "We have to try to make up for the ground we lose on the straights on the rest of the track."

McCarthy put the first Suzuki in the 10th starting position. "We tried a lot of different tires," he said. "And we softened the front suspension, which seemed to be a good solution. We might try to go a little bit softer even tomorrow during the warmup, but we have to take care not to make the rear end of the bike too light." Teammate John Reynolds only got 32nd due to back pain - a souvenir from his Donington crash. On Sunday morning the Briton even decided he wouldn't take part in the race. Mike Hale qualified 13th and felt more and more comfortable on the Promotor Ducati. Non-starters were Neil Hodgson and Wataru Yoshikawa. The Briton's wrist injury from his Donington crash had healed, but he was still suffering from cracked ribs, which caused a lot of trouble, especially while braking for the chicanes. Yoshikawa crashed on Saturday morning, breaking his right wrist and injuring his left leg.



Slight got home second. "I lost it coming into the stadium, simply because Foggy braked later. With a better start I could have gotten away. The tires were good until the end, and during the whole race I could not pull away because there was always somebody around."

Kocinski finished third, which was good enough to secure his leading position in the point standings. "I should be happy about today; I finished twice on the podium," the former 250cc Grand Prix World Champion said. "But we still have tons of work to do." Simon Crafar finished fourth after a lonely race, stating simply, "Same old problem: not enough top speed."

Edwards was fifth after having dealt with Casoli in the second half of the race. "For the second race I did not want anything changed, even if I knew that the geometry should have been changed," Edwards said. "I just did not want the bike to become completely different."

After a disappointing non-finish in race one, Hale crossed the line eighth. "I had a bad start," said the Texan. "Lindholm and I had been drafting each other almost the whole race, but we couldn't really work together to try and catch up the guys in front. Again, I learned very much this weekend."

Behind Hale, Suzuki-mounted Kirk McCarthy was ninth. "I got off the line all right," said the Australian. "The clutch slipped because of the long gearing, so a few people got past. Christer Lindholm passed me a few times and I tried to stay with him. I was better on the straights, but on the brakes in the chicane he came straight past. We still have some handling problems so we can not brake as hard as we would like to. Anyway, I am pretty pleased. My mechanics told me that I had the same times as the guys in front."

Phillis took two points. "A pretty lonely race, with a few hairy moments on the oil in the chicane," the veteran racer said. "I am happy that I finished 14th. This is not the worst result in my career. In 1990 I finished 15th in Mosport and I thought that the world had ended. Now I'm 14th and I thought the world was reborn again. It is great to be back because I miss this place very much. Marshals were wonderful, giving me the Mexican wave and a lot of fans came to see me too. I would like to do some more races, but I am afraid the missus won't be too happy about that."

Hockenheimring Hockenheim, Germany Results: May 12, 1996 (Round 3 of 12)

QUALIFYING: 1. Pier-Francesco Chili (2:00.33/126.003 mph); 2. Troy Corser (2:00.99); 3. Aaron Slight (2:01.17); 4. John Kocinski (2:01.33); 5. Simon Crafar (2:02.02); 6. Colin Edwards II (2:02.05); 7. Carl Fogarty (2:02.25); 8. Anthony Gobert (2:02.54); 9. Paolo Casoli (2:02.89); 10. Kirk McCarthy (2:03.09); 11. Brian Morrison (2:03.28); 12. Christer Lindholm (2:03.29); 13. Mike Hale (2:03.51); 14. Roger Kellenberger (2:03.54); 15. Jochen Schmid (2:03.67); 16. Wataru Yoshikawa (2:03.82); 17. Udo Mark (2:04.04); 18. Andreas Meklau (2:04.05); 19. Igor Jerman (2:04.23); 20. Michael Paquay (2:04.26); 21. Piergiorgio Bontempi (2:04.51); 22. Stephane Chambon (2:04.79); 23. Rob Phillis (2:05.01); 24. Neil Hodgson (2:05.14); 25. Andreas Hoffmann (2:05.26); 26. Eustaquio Gavira (2:05.78); 27. Marcel Kellenberger (2:05.91); 28. Florian Ferracci (2:06.08); 29. Bruno Cirafici (2:06.59); 30. Ferdinando di Maso (2:06.95); 31. Anton Gruschka (2:07.37); 32. John Reynolds (2:07.58); 33. John Boustas (2:08.39); 34. Anders Rasmussen (2:10.60).

RACE ONE: 1. Aaron Slight (Hon); 2. John Kocinski (Duc); 3. Colin Edwards II (Yam); 4. Simon Crafar (Kaw); 5. Carl Fogarty (Hon); 6. Anthony Gobert (Kaw); 7. Paolo Casoli (Duc); 8. Christer Lindholm (Duc); 9. Jochen Schmid (Kaw); 10. Kirk McCarthy (Suz); 11. Roger Kellenberger (Hon); 12. Piergiorgio Bontempi (Kaw); 13. Andreas Meklau (Duc); 14. Stephane Chambon (Duc); 15. Michael Paquay (Duc); 16. Florian Ferracci (Duc); 17. Udo Mark (Yam); 18. Eustaquio Gavira (Hon); 19. Igor Jerman (Kaw); 20. Andreas Hoffmann (Suz); 21. Bruno Cirafici (Suz).

Racing distance: 14 laps / 95.102 km
Time: 28 min., 25.330 sec.
Distance: 14 laps, 58.963 miles.
Average Speed: 124.473 mph.
Margin of Victory: 4.940 sec.
Fastest Lap: Troy Corser, 2:00.790 / 125.523 mph.

RACE TWO: 1. Carl Fogarty (Hon); 2. Aaron Slight (Hon); 3. John Kocinski (Duc); 4. Simon Crafar (Kaw); 5.

Colin Edwards II (Yam); 6. Paolo Casoli (Duc); 7. Christer Lindholm (Duc); 8. Mike Hale (Duc); 9. Kirk McCarthy (Suz); 10. Roger Kellenberger (Hon); 11. Andreas Meklau (Duc); 12. Udo Mark (Yam); 13. Piergiorgio Bontempi (Kaw); 14. Rob Phillis (Kaw); 15. Ferdinando di Maso (Duc); 16. Anton Gruschka (Yam); 17. John Boustas (Duc); 18. Anders Rasmussen (Yam); 19. Stephane Chambon.

Time: 28 min., 43.770 sec.

Distance: 14 laps, 58.963 miles.

Average Speed: 123.141 mph.

Margin of Victory: 0.300 sec.

Fastest Lap: Aaron Slight, 2:01.590 / 124.698 mph.

CHAMPIONSHIP POINT STANDINGS (After 3 of 12 rounds): 1. John Kocinski (105/2 wins); 2. Aaron Slight (97/1); 3. Troy Corser (90/2); 4. (TIE) Carl Fogarty (72/1); 5. Simon Crafar (72); 6. Colin Edwards II (64); 7. Pier-Francesco Chili (56); 8. Anthony Gobert (53); 9. Christer Lindholm (40); 10. Paolo Casoli (34).

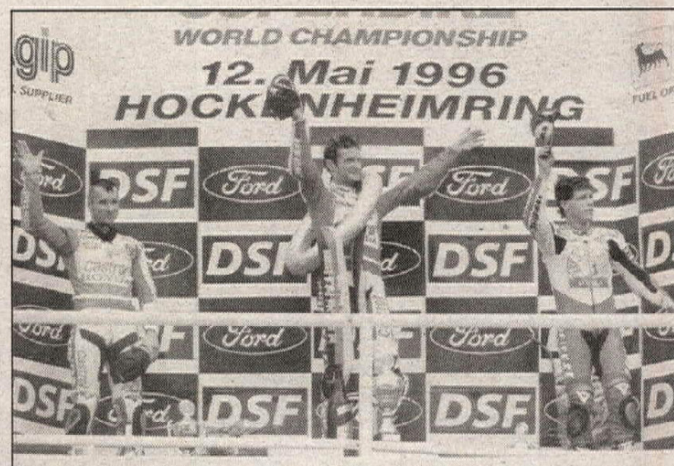
Upcoming Rounds:

Round 4 - Monza, Italy, June 16

Round 5 - Brno, Czech Republic, June 30

(Above)

Pier-Francesco Chili crashes out while chasing Aaron Slight. (Left) Troy Corser gives chase. The Australian crashed in both legs, losing his grasp on the World Championship points lead. (Right - from left to right) Slight, Fogarty and Kocinski celebrate after the second and final leg in Germany.



Briefly...

The FIM planned to make a decision concerning the **Team Muzzy appeal** (over the carburetor disqualification of Anthony Gobert) in Italy the day after the Hockenheim race.

More FIM news: The international federation is not willing to change the technical regulations again in short term. After the weight-limit difference was reduced over the last few years, some had hoped that cylinder-capacity rule changes would follow. According to the FIM, this will not happen in the near future. They justify this strategy by saying that several manufacturers (Aprilia, Moto Guzzi, Honda...) are now building prototypes of 1000cc twins. In these circumstances, it would be a bad political move to change the rules again. It is rumored that Aprilia was working on a 900cc twin, after they had expected a limitation of the cylinder capacity. Only when the FIM stated clearly that the limit would stay 1000cc for twins, the Italians had engine-builder Rotax develop another, bigger version of their prototype engine.

Speaking of **Aprilia**, they are considering not organizing their own superbike racing team, but rather supporting a private team with the bikes, parts and some of the personnel. Oscar Rumi is said to be interested in this formula. The Italian millionaire withdrew from World Superbike racing at the end of last year after non-stop activity in this category since 1988, the first year of the premier four-stroke class. In 1996, Rumi has a team in the Thunderbike Trophy, whereas the Spanish Gavira brothers have the old semiofficial RC45s of Simon Crafar at their disposal. The Spaniards came to Hockenheim, but were not able to make a lasting impression on the competition.

A prototype of the **Honda Superbike twin** might be shown to the public for the first time, during the Suzuka 8-Hour weekend. The same had been done a couple of years ago with the RC45. Honda has admitted that several tests have been done with the bike, but until now no plans have been made to let Aaron Slight and Carl Fogarty have a go with the bike. Meanwhile, Yamaha is also said to be working on a Superbike twin. When asked about the bike, Hiroichi Kozu, senior engineer with the Superbike project, gave a typical Japanese "no comment." He did however mention that in July or August Yamaha will announce the new lineup for next season. The twin might be introduced then, as well as a probable evolution for the YZF. The twin might be based on the TRX850 or on a completely new V-twin concept. "Up until now it was important for us to be the first Japanese," he said. "But with the market for sports

bike shrinking, the commercial success of Ducati really starts hurting. By building a twin, we want not only to beat Ducati with their own arms, but also be the first overall, in front of the other Japanese and the European manufacturers."

The string of bad luck just does not end for **Carl Fogarty**. After disastrous pre-season testing (with almost every testing day spoiled by rain), a crash in Misano and very disappointing results in Donington Park, the World Champion received another blow a week before the German round of the championship. His chief mechanic Anthony 'Slick' Bass was fired from the Honda Castrol team. The Briton had joined Fogarty several years ago and was also there when Carl took his two world titles on Ducati. "Throughout his four months with the team I feel Mr. Bass found it difficult to adapt to the working practices of the Castrol Honda World Superbike team," team manager Neil Tuxworth said in an official press release. Tony Bass has been replaced by Nick Goodison, who himself was replaced as Carl's engine-builder/mechanic by Keith Whiting.

In the Promotor team every dollar and every ounce counts, and everything is accounted for scrupulously. How else can you explain that **Troy Corser** and **Mike Hale** both returned by foot to the paddock after the second free practice, when both of their bikes had stopped in the last minute at only two yards from each other due to an empty gas tanks?

Sunday morning warmup was interrupted for a quarter of an hour due to a collision between **Brian Morrison** and Swiss rider **Marcel Kellenberger**. Kellenberger's burning Kawasaki was thrown over the fence into the grandstand at the end of the start/finish straight, fortunately at a place where there were no spectators. As the roasted Kawasaki was the only bike the Swiss had, he could not start the races a few hours later. Both men walked away uninjured.

John Kocinski was limping heavily in Hockenheim. A few days earlier he had crashed during a private practice session in Misano, due to a mechanical failure. The Ducati rider got off the track at some 95 mph and was stuck under his bike. His foot was severely damaged, with skin and flesh removed to the bone.

Rob Phillis made a welcome return to World Superbike racing after having only raced in two Harley-Davidson races for the last two years. "This is a one-off deal," said the Australian who had turned 40 two weeks before. "I am using the '96 ZXR Eric Maillard has been campaigning in the German Championship. But as he has broken his wrist in a crash during practice for the 24 Hours of Le Mans race, his seat was vacant." Phillis still hopes to come back to the WSB circuits, but as a team manager.

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INTERVIEW

Greg Albertyn

By Davey Coombs

After three straight years as World Motocross Champion in Europe, South Africa's Greg Albertyn decided to try the Jean-Michel Bayle Experiment: Go to America to beat the Yanks on their own turf. The JMB experiment is not yet working for Albee. In a year and a half he's yet to win a race and he's had more injuries than he can count. But Greg Albertyn says that he's happy in America, and he's staying. **Let's start with an easy one. Greg, what the hell went wrong?**

What went wrong? What went wrong with what?

Since the day you got here, what has gone wrong with this whole American experience?

Well, it's been a long, hard road. A lot of different things have gone wrong, but mainly injuries due to the fact that these are all new tracks - very demanding, very technical, and unforgiving. After riding motocross for five years in Europe like I did and then starting supercross has been a tough thing for me.

In outdoor American motocross you have the pace, but you're never healthy after all the supercross races.

Right, and that's a big factor because if you're not 100 percent healthy you have a hard time training. Your fitness gets there slowly but you are never 100 percent fit. That was definitely the problem outdoors last year - I was getting spanked because I wasn't 100 percent fit. Jeremy (McGrath), on the other hand, has four or five years of perfect fitness and health, his confidence is up and everything is working. But things are coming right for me now and I can see light at the end of the tunnel. My supercross has been improving although the results haven't been, and I'm still enjoying what I'm doing. I like racing here in the States, I'm having a lot of fun and I'm enjoying the challenge of it.

Your speed is right on in the outdoors but supercross is still a problem. Is supercross in America harder than you expected?

Oh yes, much harder than what I anticipated. It's hard to put your finger on exactly what it is that makes it so difficult; maybe just that it is so unforgiving. One little mistake and you have a big crash, and if you're not fit enough, you start getting tired, and that leads to more mistakes. Pretty soon you get injured and you can't train, but you come back to racing and you're not fit enough, and it happens all over again. It's a vicious circle and you have to break out of it somehow.

Maybe you jumped into it too fast. I mean, you have those few international supercrosses each year that you were raised on and that's it. And when you got here you didn't do the 125cc class for a couple of years like everyone else - you went right into the big leagues. Even Bayle took it easy his first year and only did four or five supercrosses. You couldn't have known what you were getting into because Europe supercross doesn't even compare to what it is here, does it?

No, not at all. The tracks in Europe are way, way smaller and far less technical. They're fun to race and they're spectacular, but the tracks over here are amazing. You see different guys from France or wherever come over here and they have quite the battle just to qualify for a main event. I'm proud to say that I've qualified for every main event in every race I've entered, but it's still incredibly

difficult. The guys here are on the gas from the moment the gate drops until the checkered flag. There's no such thing as pacing yourself or just going fast for 10 laps and coasting the rest of the way. It's wide-open racing. I've learned an incredible amount in the year and a bit that I've been here, but I've still got a lot to learn. Last year I was an absolute freshman, not knowing any of the tracks, a different city every week, not knowing anything about where I was going. It was quite a bit to handle, but I think I've progressed along way. I'm really, really going to work hard for the Nationals.

Isn't it ironic how every time we (Team USA) lose the Motocross des Nations we have the built-in excuses of the different food, the time changes, the different tracks. The shoe should fit on the other foot but it doesn't, so when you or James Dobb or Mickael Pichon come over here you don't get to use those excuses. I mean, Los Angeles is a whole lot more intimidating than Luxembourg.

Absolutely. Nobody seems to realize how tough it is for someone to go live in another country and compete, let alone go to the other side of the world. When I first went to Europe, I battled my butt off for two years, most of the time thinking, 'What the heck am I doing this for? Is this worth the sacrifice, going to a strange country and leaving all of my friends behind?' There's different food, rules, everything. It's difficult to push on sometimes, but when you start to succeed you start to forget about all those hard times. Americans to come to Europe and race for one week - big deal. Try it for a year.

It's really tough for our guys to go over there and win the world championship, too. Donny Schmit might be the exception, having won his first year, but think of how hard it was for Broc Glover, Bob Moore, Mike Healey and those guys.

You have to have a really one-track mind to succeed in a situation like that. That's why Donny was so successful. He didn't really care about the outside world. He was there to do a job and that job was to win races. That's why he was

Vicious Circle



Life in America has been hard for South African Greg Albertyn - at least on the U.S. Supercross circuit.

so successful. A lot of those other guys were looking at another picture all together. I need to be a little more focused like Donny was, but at the same time, there is much more to life than just racing. I'm enjoying myself, I've made a lot of friends over here, the way of life is cool, and I'm enjoying the work and the racing.

How did Donny Schmit's death affect you?

I was heartbroken, especially for Carrie and his family. Donny and I shared a lot of good memories together and we had a lot of fun in the past. I was devastated when I heard the news because it was just such a shock. Donny was an absolute health freak. It was just health foods the whole time - he wouldn't eat salad with dressing on it. It just goes to show that when it's your time, it's your time, and that's it.

What are your living arrangements like here in the States?

I rent a four-bedroom house in Corona (California) and my mechanic Ian and his wife Penny stay with me, which is great. We all get along fantastically. She looks after us, does all the cooking and cleaning and whatever, so when we come back at the end of the day we see a nice, clean house, fresh laundry and a good meal on the table.

Does James Dobb hang out at your house a lot now that he's single?

(Laughs). No, not too much. We invite him over for dinner now and then, but he's down at Mimi's Restaurant running up a big tab there for breakfast every morning. It's a little cafe down the road and he and Goat (Breker) go there every day.

Who do you hang out with?

With Ian and Penny, of course, and I hang out with James and Mickael, too. Sometimes we go play golf or just hang out together. James has a British mechanic named Tom that we hang out

with, too, and then there's some surfers I know pretty well. Surprisingly, there's a lot of South Africans in L.A. that I've known from racing in the past that live here now. I'm pretty well settled in here now.

Do you get on well with the American riders?

Absolutely no problems there. Most of the guys are really good guys and I get on well with them.

Are the top American guys, as a whole, more friendly with one another than the top guys in Europe?

Well, it's hard to say because in Europe you have the language barrier where a lot of the top guys can't really speak together and get a real bond going. Just one thing that I've noticed is that when you have a real friend in Europe, a deep down friend, he's a real genuine friend. Here you have a lot of friends which are just skin-deep. You say, 'Hey, how are you doing?' but there's no real meaning to it. I had a lot of friendships in Europe with my top competitors that were meaningful relationships. I could count on those guys in a time of need or something. I find here that the guys are friendly with one another but there's really not much depth to it.

Is that because there's too much money involved or is it just the American way?

Well, there is a lot of money involved, so that could be a factor right there. But maybe it's just a California way, not the American way.

The difference between California and the rest of America is about as big as the difference between Paris and the rest of Europe.

Exactly.

What if (team manager) Jan de Groot showed up at one of the last races this year and said, "Greg, let's go back to '93 when you were going after the 250cc World Championship. I'll pay you just as much to ride in Europe in '97 as they are paying you in America." Would you go back?

No.

Double what you're making now?

No. This is where I am now. This is part of God's plan for my life. I had three great years in Europe, very successful,

and if it were Jan or even someone else that called, I wouldn't go back. As a matter of fact, I had a phone call from Europe the other day wanting to know if I wanted to come back. You know, people seem to think if you're not winning, you're not happy. I admit I've been through some really tough times and have wondered 'What the heck am I doing?' But I'm having a good time and I believe I'm in God's will for my life. I'm in the right place, too. I know that I'm going to get to the top. If I couldn't see the light at the end of the tunnel, and I knew I was never going to win, I might consider going back, but I know that I'm going to get to the top. I don't regret this path.

Well, there's a big difference between regret and bad luck.

I have had a lot of bad luck but a lot of it I brought on myself with silly mistakes and not being completely prepared. But I've had quite a bit of bad luck, I must be honest.

If bad luck were a country, Greg, you would be king.

(Laughs). That's true. But that remark's out the window now and my luck from now on is straight up, going good.

Are you still having fun?

Sure. You know, I'm 23 and I'm enjoying life. The Lord's really been showing me that I must enjoy life every day, not just when I'm winning, but every day. Now I'm just excited when I wake up every morning. I look outside and I say, 'Wow, what a great day.' I have so many great friends, and I really have a lot to be thankful for. I'm enjoying everything all the time now, not just when I'm winning, so I can't imagine how great it will be when I start winning again.

Where do you want to be when your career is over?

I'd like to have a house here and in South Africa, because they're in northern and southern hemispheres, so I can spend a summer here and then another there and just stay summer. Actually, the two houses would be my ultimate plan, and maybe get an import/export company going. Maybe racing cars.

How much time are you spending in South Africa now?

Just about a month is all. When I was racing in Europe it was two or three months a year, but now I'm lucky if I can spend a month there.

How often does your family come over and visit?

Once a year my mom comes and once a year my dad comes. They've also got their own lives to lead and they're pretty busy. But I'm a big boy now. I'm 23 and I've been living away from home for seven years now. When they do come it's great to have them, but I'm not really dependent on that.

You've missed a lot of big things happening back in South Africa during those years, haven't you?

Sure I have. But I'm doing my own exciting stuff. When I go home my friends are over there doing the same old stuff, same jobs and all, when I've just seen the world. I have a lot to be thankful for.

Is Jeremy McGrath even faster than people are thinking right now?

Jeremy is good, there's no doubt about it. But he's not unbeatable because nobody is. He's really, really good in every aspect of racing. He's an incredibly talented rider and he's very confident right now. The thing that might impress me most is how, right now, even after he's won so many races, he still keeps trying to win every race. The (supercross) championship is in the bag, but he somehow finds the motivation to keep giving it 100 percent in



every single race. I know that when I was winning my world championships it was hard to remotivate myself. I take my hat off to Jeremy because he's motivated, and he doesn't do one thing wrong in a race. That's probably his strongest point. Everyone else is making little mistakes and he's making no mistakes. In a way he's not pulling leads on them, they're just dropping back from their own mistakes. When you're winning, like he's been doing for four years now in the 250 class and six when you count the 125 class, your confidence just gets so high. I've experienced it in '93 when I won my first 250 World Championship. You just cannot put a foot wrong. Everything goes your way. If you have to drop an apple on a blade it will fall exactly in the middle. It doesn't fall left or right but right down the middle. When you're winning everything goes like that. Jeremy's got that at the moment. You have to give him credit, because he's smart and won't take unnecessary risks. And he hasn't had an ounce of bad luck.

Maybe just winning like that is what keeps him motivated?

It has a large part to do with it, I'm sure.

(Left) The three-time world champ hopes to change his luck at the outdoor Nationals, which are just now getting into full swing.

(Below left) An all-too-familiar sight - Albertyn picking up his motorcycle.

(Below) Despite suffering more than his share of crashes, injuries and just plain bad luck over the past year and a half, the always-friendly Albertyn has maintained his cool and sense of humor.

Do you think Emig is too hard on himself?

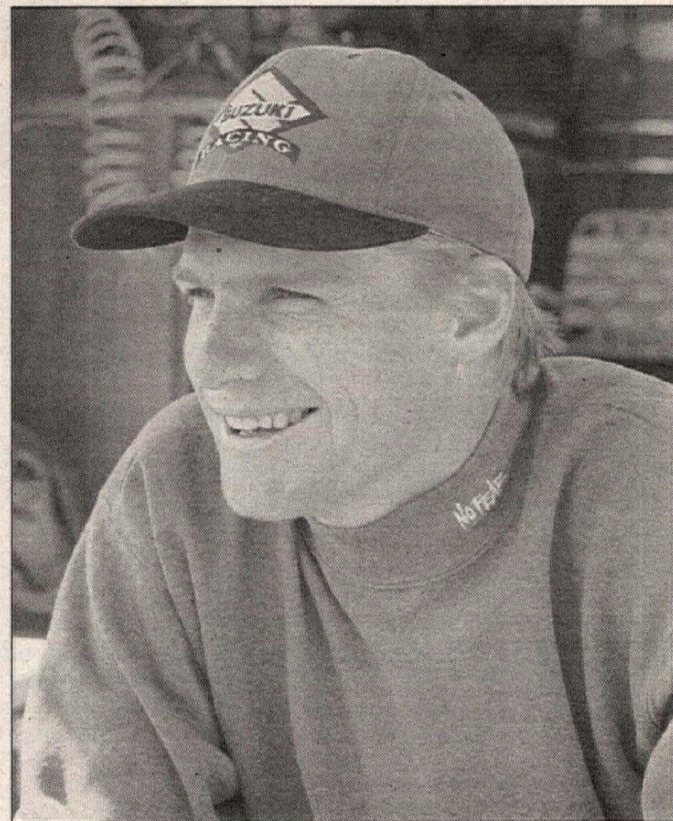
If I had to take defeat that hard every race I would be digging a grave for myself. If you're in a good position to win and you have a good chance but still lose, then defeat is hard for anybody. But I'm still coming up in supercross. To have a fit about losing now would be silly.

How do you get along with your teammates Ezra Lusk and Mike LaRocco?

Very well. They're both really quiet guys. You know, I actually used to think that Mike wasn't a nice guy until I got into the team with him. Now he opens up a little bit, but he's still such an introvert that he rarely speaks. You might think its arrogance coming through at first, but he's really a nice guy, just very, very quiet.

How have the American fans been treating you?

I'm really impressed with the amount of support I've got, and I've made a lot of friends out there. I think that a way to judge your popularity is when the fans start writing letters in to magazines about you, and I just saw in an Ameri-



I've gone through a tough time this year and last year just motivating myself. It might seem strange but when you're down in the dumps you just start thinking to yourself, 'How do I get out of this?' You start losing motivation to train because it seems so useless. But then you do finally start to win again and it starts coming back.

What about Jeff Emig? Even though he ended McGrath's streak, he seems to be completely the opposite of Jeremy because, in the past, he's had a huge confidence problem. He's the fastest guy around but when he gets near Jeremy on the track he falls down.

There's much more to Jeff Emig than meets the eye. He's a more complicated person than everyone thinks. Everyone says he goes out and parties a lot and all that and doesn't really train, but nobody can go out there and ride that fast for 20 laps without training. They used to say the same about me in Europe. I think Emig needs a race win or two to get that confidence back so that he can ride with McGrath every week. I think he has the ability to do it. Head-to-head it's difficult for anyone to beat McGrath, but there's more to racing than that.

can magazine last week where someone wrote in and said how much he appreciated my efforts, friendship and hospitality. I liked that because it shows that they're not just one-track-minded towards Americans. They'll root for other riders.

What about Roger DeCoster, your boss? He has a huge investment in you, reputationwise.

Roger is really great to work with, and it's a pity that up until now I haven't been able to give him the results he wants to see. I haven't seen anyone put in as much effort as Roger has to get a team together - he's been working his butt off to help us. The whole team has had a lot of bad luck, so it's good to see Ezra and Mike getting on the podium now in supercross. And hopefully I can help turn that around in the outdoors. I'm really concentrating on bringing Suzuki a championship.

So how do you feel about the 250cc National Championship?

I feel good, and I think that I'm a little bit better prepared now. I've seen all the tracks now and I know what to expect. If I get a good start (on the season) I think that I'll be okay.

INSIDE YAMAHA

By Michael Scott

Yamaha is backing the 500cc Grand Prix class to the limit. As political turmoil once again throws doubt over the future direction of GP racing, and with superbikes seen as a threat in some important countries, the longtime racing factory threw its weight behind the seniority of the traditional top World Championship class.

"Yamaha began Grand Prix racing very much for product development. Now we are there to generate enthusiasm for motor sports. The main reason is to have a good race and to excite the spectators," explained managing director Satoshi Watanabe.

"The two-stroke 500cc category is still the fastest and most exciting. That is important," he said.

Engineering and technology director Katsuhiko Sakuramoto added that although high-performance two-strokes were out of fashion among mainstream motorcyclists, developing countries still had a market for them, as well as for utility two-strokes. "We do still learn valuable technical lessons from racing bikes that allow reduced weight and improved efficiency," he said. There is also a crossover with high-performance marine and snowmobile two-strokes.

And while Yamaha did not envision a return to race-inspired two-strokes for road bikes or even cars in the near future, they vigorously supported moves to reinstate the 500cc category in the All-Japan National Championship, hopefully to be followed in other countries. "Two-strokes are cheaper than superbikes for competitors," they said.

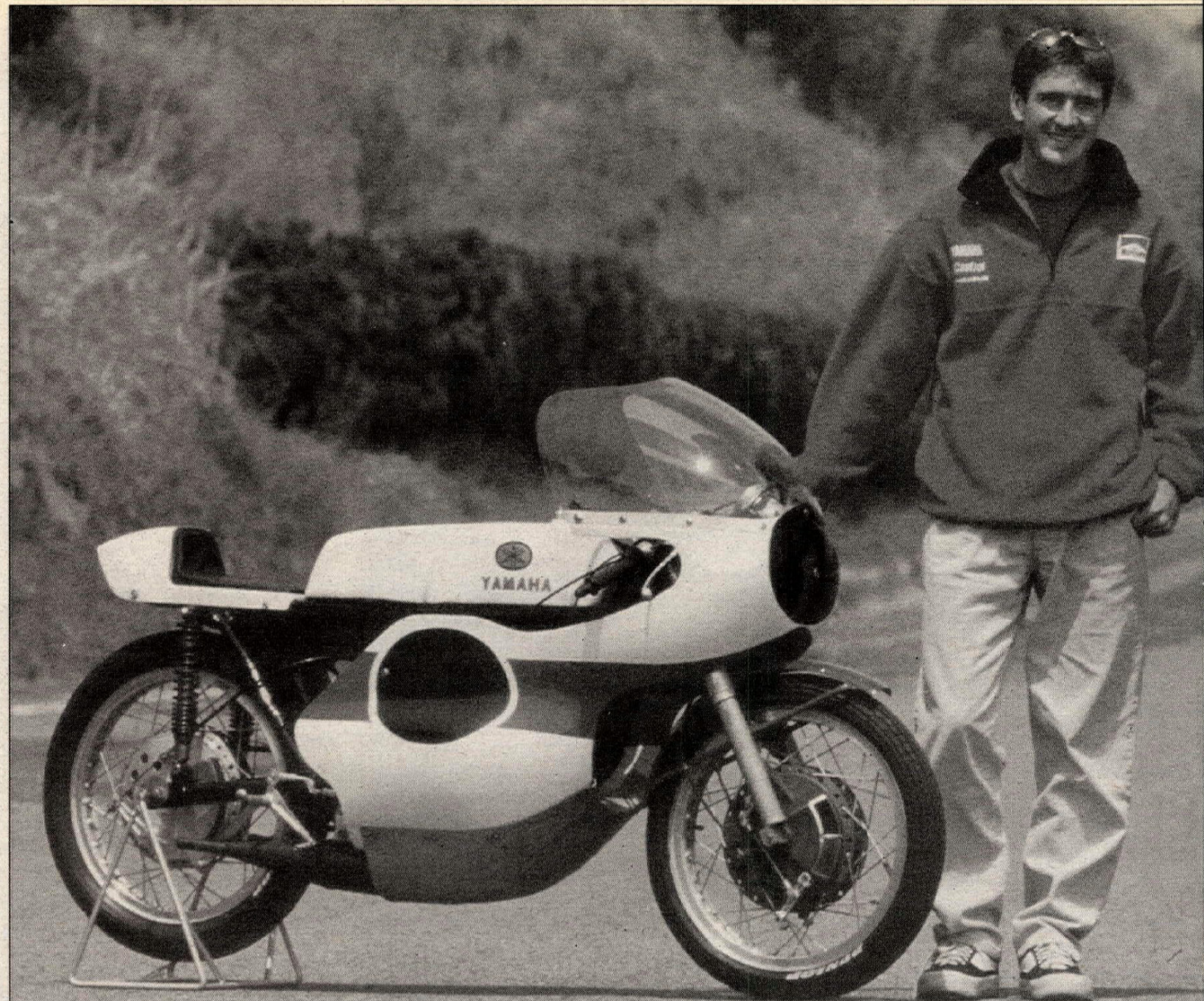
The Yamaha board members were addressing racing journalists in a high-level exclusive factory visit to Iwata, outside Hamamatsu, two days after Japanese Grand Prix hero Norifumi Abe's historic victory at Suzuka. It was Yamaha's first 1996 win in a year when they started off as underdogs.

The conference was opened by Yamaha's top executive, Senior Managing Director Hitoshi Nagayasu, the only staffer seen all day not wearing the regulation blue two-piece uniform with a dark blue strip down the sleeve.

Speaking Japanese, but displaying perfect English as he frequently corrected a terrified interpreter, Nagayasu outlined the breadth of the pianos-to-motorbikes empire. As well as Formula One engines and consulting engineering for the motor industry and manufacture of car engines, Yamaha is also involved with boats from personal watercraft to ocean-going powerboats, makes luxury furniture and fittings, and runs resorts. They had recently expanded into home air conditioning, he said, stressing their twin policy of consumer and employee satisfaction. The latter was very apparent in the visit to their quiet and spotless final-assembly factory, one of a complex of five that surround the smart but not ostentatious main office block.

The Yamaha delegates faced tough questioning on the relevance of two-stroke racing (it's fun, and still technically valuable), on how they planned to resolve the current Team Roberts/Team Rainey dilemma in the 500cc class (wait and see), and their response to the current management crisis that threatens GP racing's future (racing management should be as simple as possible).

While specifically non-committal, they gave fervent support to racing in general, and the 500cc class in particular. They also criticized the current racing regime for pitching ticket prices too high for fans.



Still dedicated

They also spoke about their own supply of V-four engines to ROC and Harris, which had begun in 1992. "Without that, I think there would have been only 10 competitors," said Watanabe. "The objective was not to make money. Engines are sold at cost price. And we will continue, because we still have many requests."

Yamaha also welcomed the prospect of Honda's two-cylinder production racer, expected in 1997, as a further boost to affordable 500-class racing, at a lower cost than superbikes. But they continue to prefer the "more exciting" four-cylinder technology.

The day before, press delegates and factory Yamaha riders Loris Capirossi and Jean-Michel Bayle had spent the afternoon pleasure-boating in various Yamaha craft and had overnights in Yamaha's own marina hotel complex, where a Yamaha automated grand piano tinkled out piano-bar music tirelessly, and guests entered the banquet room through grand double doors which also bore the triple tuning-fork trademark.

After the conference at the Hamamatsu headquarters, press delegates and riders visited the main final assembly plant for big bikes. Jean-Michel Bayle was particularly impressed by the quiet and spotless conditions. "It's very different from Aprilia," he said (Bayle rode a factory Aprilia in 1994 and 1995.) After watching the automated anti-rust spray system and sealed packaging at the end of the line he commented, "At Aprilia they have one guy with a bucket, and another with a big roll of sticky tape."

Delegates also visited the Yamaha Football Club Jubilo Iwata and met their

new star player Salvatore "Toto" Schillaci. The Yamaha team is currently second in the Japanese League.

Then it was out to the 3.25-mile, high-speed figure-eight Fukuroi test track, where a nearly 1-mile-long straight sees a 500cc Grand Prix bike exceed 320 km/h (198 mph). The rest is a series of almost continuous corners where the barrier is hard by the track - sending a shiver down the spines of Capirossi and Bayle, and reminding everyone that it was here that Kenny Roberts sustained his worst-ever racing injury - breaking his back in pre-season testing.

On display, but sadly not running, were two seminal Yamahas: Phil Read's 1964 RD56, which won Yamaha's first championship title; and Bill Ivy's 1967 water-cooled V-four 125cc racer, the RA31.

The 250, with a seven-speed gearbox, disc-valve induction, air-cooled cylinders and 55-hp at 12,500-rpm power output looked very old fashioned, and would be pushed hard by a modern road bike.

The 125 was a precious jewel. Weighing in at 220 pounds (more than a modern 250), it bristled with technology. Revving to 17,000 rpm, requiring nine gears to exploit its narrow powerband (between 15,500 and 17,000 rpm), it peaked at 33 hp at 16,000 rpm.

The bike took Ivy to the 1967 World Championship title and Phil Read to victory in 1968. But when 1990-'91 125cc champion Loris Capirossi climbed aboard, the diminutive Italian found it too small. "The handlebars are narrow, and it is very low and short, so you sit way back over the seat," he said. "It looks hard to ride."

IN THE FACTORY

The loudest noise in Yamaha's main assembly plant is a sort of computerized music usually associated with low-grade computer games. It is made by a robot parts trolley, following a pre-assigned route as it delivers components to various points on the production line. Stand in its way, and the music takes on a more urgent note, and the automated donkey stops obediently a safe distance away.

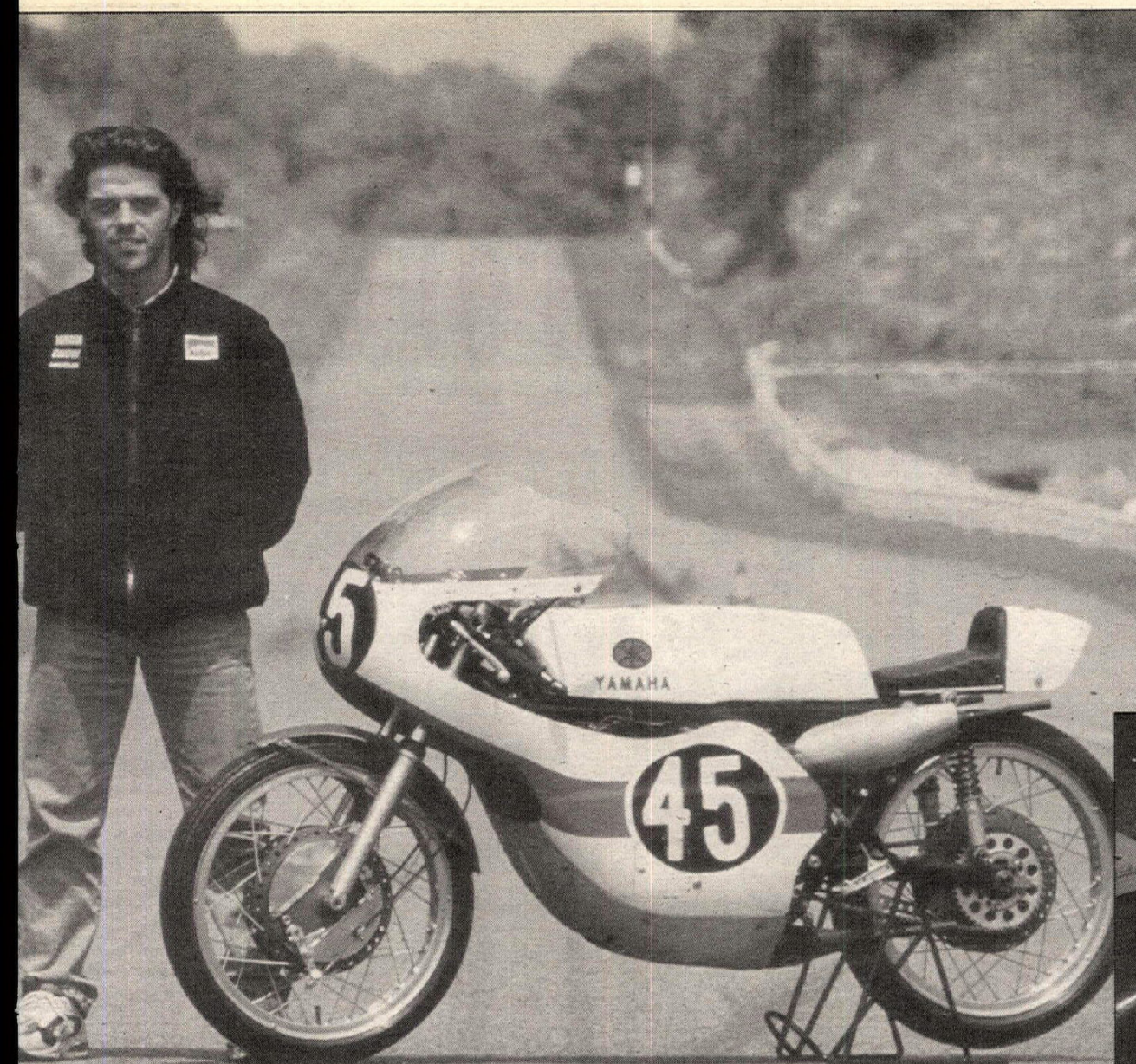
The lack of noise is the most striking thing about this example of Japanese manufacture at its most slick. There is no crashing of wrenches, and no raised voices from workmen diligently getting on with their tasks.

And the flow of Thunder Cats and other big Yamaha models continues at one every 100 seconds from each of three assembly lines.

Certainly the same degree of hush cannot be achieved in the adjacent mills and foundries, where pistons and connecting rods are forged and sheet metal stamped out for tanks and fenders. This is done at others of the five Iwata factories.

All were impressed by the rapid progress of pre-painted and subassembled components from a box of bits some 50 yards along a manual assembly line to the completion of somebody's shining dream.

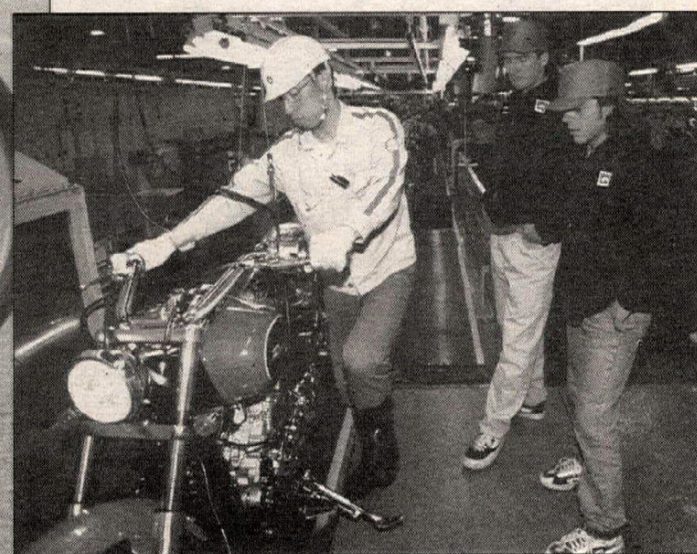
Different models are built in batches; with each new batch meaning a differing task for the worker, to avoid repetition. There is minimal automation; the number of different models produced and the Japanese gift for skilled manual work both are factors. Each line has its individual production target displayed along



(Left) Grand Prix rider Jean-Michel Bayle (left) stands next to Phil Read's 1964 RD56 250cc championship winner, while Loris Capirossi is beside the 1968 RA31 125cc road racer.

(Below) Capirossi and Bayle visit the Yamaha assembly line.

(Right) Mr. One-Hundred-and-Ten: Toshimitsu Iio, general manager of the First Engineering Division where racing Yamahas are designed and built.



ted to GPs

with progress so far, while a big notice-board displays suggestions for improved practices.

The most exciting moment comes when the fully assembled motorcycle is started for the first time. This usually happens at the third stab of the button. Then a worker (all wear the same blue uniforms as management staff) straddles the bike and rides it a few yards down the line to a rolling road. There it is run up through the gears, and has power output and other functions checked before it is drained of fuel, rust-proofed and packed for delivery.

MEET MR. ONE-HUNDRED-AND-TEN

Toshimitsu Iio is known to Yamaha's international racing community as "Mister One-Hundred-And-Ten." Spell his surname out in capitals and you can see why - but the tag is appropriate also for the General Manager of the First Engineering Division, for this is the department responsible for racing design and development, where 110-percent effort is a watchword for riders and designers alike.

Formerly head of the Yamaha subsidiary Ohlins suspension in Scandinavia, Mr. Iio speaks excellent English and is a staunch defender of two-stroke racing in spite of apparent engineering irrelevance.

"Why do car factories continue with F-1 racing, which is not related to production cars? Partly it is because of the status. They are the fastest. It is the same with the 500cc class.

"But GP racing has contributed a lot to handling technology, to suspension, brakes, and all chassis components. We also use racing to test and develop new

materials, like carbon and so on.

"It is hard to know the future of the two-stroke engine in production terms - but it is important to remember that it is still a cheaper, smaller and lighter type of engine than a four-stroke."

What did he see as the next big breakthrough in racing?

"At the moment, the biggest key on a 500 is traction - how to manage tire performance for the whole race. At present, by the halfway point the grip has gone. We cannot blame the tire manufacturers. It is a combination of engine character and tire performance."

Iio hinted at electronic means of solving the problem. "Traction control is one possibility, but we have some difficulties here, because the rider needs to have complete control over the power. But if we can manage to develop the concept... The other thing is engine-throttle relationship."

Iio was guarded on the matter of controlled chassis flex, another area of current development after Yamaha's own ultrastiff chassis of 1993 was a failure - rider Wayne Rainey was only happy once the extruded-beam chassis was shelved and an older-type ROC-built chassis brought back.

"This was a kind of aberration," Iio said. "From the handling point of view, the degree of chassis rigidity, suspension and tires all work together." You could not change the values in one area alone, while motorcycles remained dynamically very complex.

"It is very difficult to optimize the specifications. That is why many GP riders make wrong choices in setting up or of tires. If it was easy to get it right, that

the new-generation lightweight twins, with the arrival of the new Honda and the improving performances of the Aprilia.

"Everyone in racing knows the potential of a twin-cylinder 500cc motorcycle because the 250s and 500s have become so close, and because of the weight regulations - 95 kilograms (209 pounds) minimum for 250s and 100 kilograms (220 pounds) for 500s." (And a whopping 130 kilograms - 286 pounds - for four-cylinder 500s.)

"At Yamaha, we knew the Honda was coming in 1996 and that it would show well. At that time (during 1995) we considered making our own twin-cylinder 500, but we decided to wait until we could analyze all the data - not just practice lap times but also racing performance. I wonder why Shinichi Itoh has not been as fast as Okada or Romboni. Is it because he is not a 250-style rider? Perhaps the V-twin will not suit everybody."

He was also wary of the long-term implications of the less-spectacular twins. "As our managing director said, winning is our first priority, entertaining motor-sport fans is a close second. If the 500cc class was all twins - is it fun? For fans this is another matter."

There was also the question of the imbalance in weight regulations, though he did not favor cutting the weight of the V-fours. "When the FIM increased weight limits for 1991, it was for safety reasons. Why should we go back to lower weights? At that time the twin-cylinder 500s did not exist, safety or not. If their 100-kilogram (220-pound) limit is reasonable, okay. But if it compromises safety or leads to extra expense, it should be

would not happen."

He was more forthcoming on

changed. At present, I believe both the Honda and the Aprilia are over the minimum weight limit."

Yamaha's own dilemma - whether to support Roberts or Rainey in the future - remained an open question. "Our basic policy is to continue with four factory-level riders. This matter has to be discussed also with Marlboro. We respect them very much."

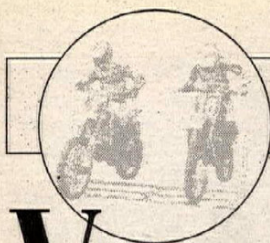
Yamaha's own big policy change this year had been to bring GP bike development directly back into factory hands. Yamaha technicians are now directly involved in both Rainey and Roberts teams, whereas previously much mid-season development had been left to Team Roberts. This move was welcomed by Roberts.

Iio was interested in one of this writer's pet ideas - of racing to a much freer formula, based on "run what you bring" with the only restriction being to the amount of fuel used.

"If this implies an increase in the number of World Championship classes, this would be rather a heavy load," Iio said. "We already have 125, 250, 500 and Superbikes, with Thunderbikes also for next year.

"Some way of combining Superbikes and GP 500s may be interesting. If Superbike regulations were more free, I am sure we could improve lap times and make them more competitive with GP bikes."

As to racing in general, Iio felt there was an upturn coming, with increased sponsorship available due to improving international economic conditions. GP racing needed to get more public attention, which would be generated by good racing and attractive stars: "I was very pleased yesterday morning to see that Abe's victory was front page news in all the newspapers, not only those about sport. That is the 'Barry Sheene effect' in action."



MOTOCROSS
AMA Western 4-Stroke National MX Series

Round 3: Hangtown

Young pulls off 4-Stroke win



(Left) Husaberg's Micky Dymond grabbed the holeshot at the start of the first 4-Stroke National moto at Hangtown only to have his front wheel wash out in front of the 25-rider pack. (Below) Mike Young (273) was the rider of the day as he put together 2-1 moto scores to claim his first overall win of the season.

By David Lutz
Photos by Kinney Jones and Lutz

SACRAMENTO, CA, MAY 5

The back to the future movement currently afoot in motocross received another boost last weekend in the form of the third round of the inaugural AMA 4-Stroke National series. A healthy lineup of 26 riders representing no less than seven manufacturers turned out to contend for a \$3500 purse and various factory contingencies.

With only a limited production rule in force and real money on the line, the bikes entered were full moto, with nary a clapped-out trail bike with a headlight in sight.

Run as the "support" class for the Hangtown National MX, the racing promised to be first class, as the field included such notables as two-time 125cc National Champion Micky Dymond, former World GP contender Billy Liles, Kawasaki Team Green's jack-of-all-trades superstar Ty Davis, four-stroke ace Mike Young and current points leader Lance Smail.

In fact, event winner Mike Young's lap times aboard his Husaberg would have placed him among the top finishers in the 250cc National.

The Dirt Digger Motorcycle Club-prepared track was excellent and even the weather cooperated, with temperatures in the mid-80s and a gentle breeze keeping things cool.

KTM-mounted Smail was threatening to become the McGrath of the 4-Stroke Series, easily winning the first two rounds and moto one at Hangtown. But it was not to be for him in the overall ranking, however, as the Washington state native ran into trouble in the second moto.

Finishing first on the day and assuming the overall series points lead with 2-1 moto scores was Husaberg's Young. Davis, out to have fun on a rare weekend off, posted 4-2 finishes for second overall. Northern California expatriate Spud Walters finished a strong third, while Dave Coupe and Jimmy Lewis rounded out the top five, respectively.

Moto one opened with Young gating cleanly in front of Husaberg teammate Dymond for the holeshot. Following closely behind were CCM team riders Liles, Terry Fowler and Gordon Ward, while Smail was sandwiched among the CCM riders in fifth.

The rest of the moto would not go so smoothly for the CCM team, however. Fowler scored the team's best finish in seventh, with Liles tagging along behind for eighth. Ward did not finish the moto.

Smail wasted no time in his attempts to move forward, getting by the CCM riders in front of him with little difficulty by the end of the first lap. Smail then began quickly to reel in Dymond.

"I wheeled off the line and lost some time but was able to move into fifth by the bottom of the hill," said Smail.

Davis, seriously lacking in horsepow-



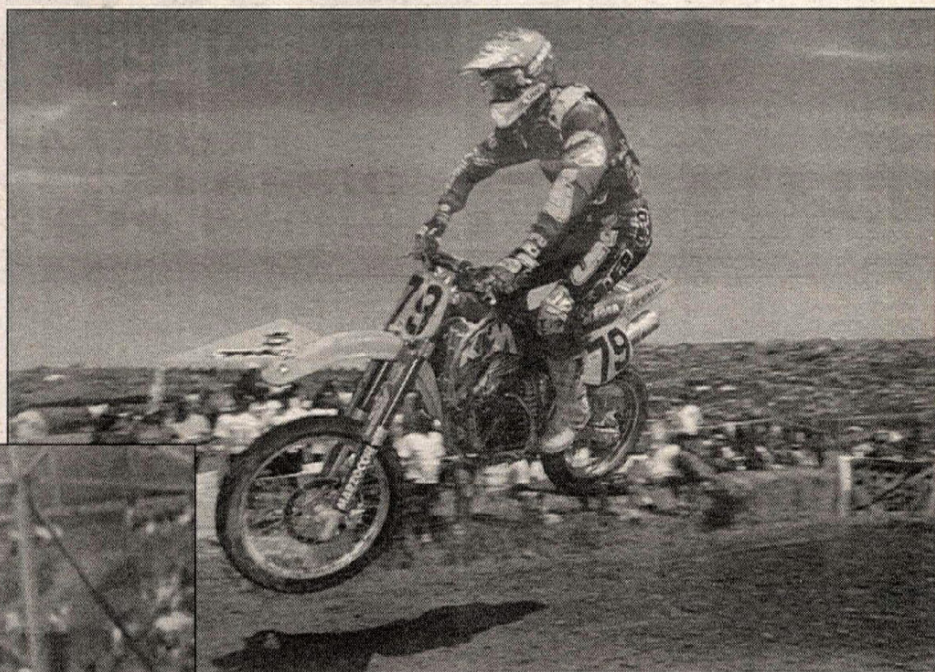
er on his bored-out KLX250 vs. the big 501s and 602s, rounded the first turn in ninth position.

"I only got this bike a couple of weeks ago," said Davis. "I sent it to Larry (Roeseler) and he made it a 338, we did some carburetion testing and here we are."

Davis also immediately set out to move forward, passing riders until he landed in fourth on lap three. Davis

would improve no more, however, as the leaders had already stretched out a sizable margin.

Meanwhile, Smail continued his march forward, squeezing by Dymond for second at around the eight-minute mark of the 25-minute-plus-two-lap moto. The two front-runners began to pull away from Dymond even as Smail began to close the gap slowly but surely on Young.



Walters, riding a nearly box-stock Honda XR400 for White Brothers, was also moving up, gaining fifth place by lap five.

Attrition set in about the halfway mark, as several front-runners began to experience difficulty. KTM rider Drey Dircks and Ward were both out of the race by the 15-minute mark. Dircks and Ward had been fourth and eighth, respectively, in the series point standings coming into Hangtown. Scott Myers, piloting the sole ATK in the race, stalled and had trouble restarting, eventually crossing the finish line in 23rd position.

Lapped riders were already making their presence felt early in the race, with ultimately significant results.

By the 12-minute mark, Smail had closed to within three seconds of Young and held a 13-second advantage over Dymond. Davis was another eight seconds back in fourth.

Smail continued to close on Young, but Young seemed able to pick up the pace when necessary to stay in front. Fate would enter into the contest, however, as Young was held up by a lapper and was unable to attempt the double on the long downhill. Smail, in perfect position to capitalize on Young's misfortune, cleared the jump easily and took the inside line away from Young in the next turn.

"I went right and doubled for the pass when Young got caught behind a lapper, and after that I didn't have too much trouble staying in front," said Smail.

Young tried to stay close to Smail, but had nothing to throw at the leading rider. Smail was able to pull out to a small but comfortable five-second lead by the last lap.

The finishing order was set. Smail took the victory, followed closely by Young. Dymond and Davis were each all alone in their respective third and fourth positions. Walters, who had steadily moved up on Davis, rounded out the top five.

Coupe managed a ninth-place finish.

The ever-upbeat Young was philosophical in defeat, saying, "I was finding new lines to avoid the lappers and ended up getting caught behind one, but I'll settle for second this moto. Me and Lance are pushing the edge for these bikes, and it might be hard for the others to match this pace."

Commenting on his uneventful third-place finish, Dymond said: "I just tried to stay smooth and hold my position. I haven't raced regularly since '93 and this is a lot of fun. We'll make some changes for the second moto, and I'll try to get up there and run with Lance and Mike."

Davis was less than satisfied with his fourth-place finish, though, vowing to improve in the second moto.

"I lost my clutch early in the race and had to ride like a geek to keep from



stalling," said the Southern Californian. "We'll get it fixed and I'll do better in the second moto."

Moto two started with an apparent Dymond holeshot, but it was not to be as Dymond lost the front end and went down and was nearly run over by 25 thunderous machines. The Southern Californian was up quickly but had trouble firing up the big engine. He didn't re-enter the fray for several laps and was never a factor in the final results.

Northern California rider Myers emerged with the lead after Dymond's mishap, followed by Liles, Young, Walters and a rejuvenated Coupe. Davis was mired in midpack and Smail was nowhere to be seen.

The racing was much closer among the front-runners in moto two, with barely a second separating the top five for most of the race. Ward and Davis were able to move up into third and fifth during lap two, as Young slipped back to sixth.

By lap three, Myers had what would pass for a sizable lead in the moto, holding a one-second advantage over Walters, Ward, Davis and Young. On lap four, musical chairs erupted with a flurry, with passing occurring all at once.

When the passing stopped, Davis had the lead, followed by Walters, Myers, Young and Ward.

By now, the front five riders had checked out from the rest of the field. Smail rejoined the battle on lap five of

what would be a 13-lap race and a minor controversy ensued. Smail entered the track right behind the lead pack and began to dice with the front-runners, yet was never shown the blue and yellow flag. While being careful to avoid disrupting the race for the win, Smail proceeded to pass each of the leading riders to circulate the track in front of Davis.

"I crashed on the start and got a rock stuck in my chain and had trouble restarting," Smail said. "I wasn't going to mess with those guys, I was just trying to unlap myself and get as many points as possible. Mike and I are close and every point counts."

At the halfway point, Walters and Young were both able to get by Davis, with Young closing in on and passing Walters for lead. Young was able to move away a little, but Walters and Davis remained close.

Walters and Davis beat up on each other for several laps, with Davis gaining the upper hand on the last lap.

"I had my pass planned out for one or two places and it worked out," said Davis. "There was no way I was going to let him beat me."

Young rode on to the victory, followed in close order by Davis, Walters and Myers. Coupe sneaked into fifth place at the finish.

"I was a little confused when I first saw Lance, but my pit board told me he was down a few laps, so I didn't worry about it," said Young. "Lance was cool,

(Above left) Team Green's Ty Davis competed aboard this Larry Roeseler-prepped Kawasaki KLX250 and came away with second overall via 4-2 moto finishes.

(Above) Spud Walters competed in both the 250cc National and the 4-Stroke National. Walters, riding a Honda XR400, took third overall in the thumper class.

(Left) Lance Smail chases down Mike Young. Smail rode his KTM to victory in the second moto. A crash relegated Smail to seventh in the first moto.

he left plenty of room and didn't mess with me. I don't know where he finished, but I think I've taken over the points lead."

In fact, Young assumed the points lead by 13 over Smail.

Davis was happy with second, saying, "The track roughed up in the second moto and that kind of evened out the horsepower advantage those guys had. I came here looking for a top five finish, so I'm happy with a second overall."

Walters was also pleased with his finish, especially considering he also competed in the 250cc National.

"It's only my second week on the bike, so I hope to improve even more," Walters said. "I'm riding a basically stock 400. Next week I hope to get on the tricked-out White Brothers 440."

Young took the overall for the day and with it the series points lead. Davis finished second overall with Walters in third. Coupe landed in fourth with 9-5 moto scores, followed by CCM-mounted Jimmy Lewis, Gary Dircks, on a Husaberg, and Don Franklin, on a Husqvarna. Smail ended up in eighth overall, followed by Husaberg-mounted Gary Boyer with Dymond rounding out the top ten with 3-18 moto scores. **CN**

Hangtown Sacramento, California Results: May 5, 1996 (Round 3 of 8)

MOTO 1: 1. Lance Smail (KTM); 2. Mike Young (Hbg); 3. Micky Dymond (Hbg); 4. Ty Davis (Kaw); 5. Spud Walters (Hon); 6. Gary Dircks (Hbg); 7. Terry Fowler (CCM); 8. Billy Liles (CCM); 9. Dave Coupe (KTM); 10. Don Franklin (Hus); 11. Jim Levas (CCM); 12. Gary Beyer (Hbg); 13. Destr Abbott (KTM); 14. Carter Gurnee (Hbg); 15. Eric Wright (Hon); 16. Britt Woodring (Hus); 17. Curt Wilcox (Hon); 18. Cole Marshall (CCM); 19. Parry Klassen (Hbg); 20. Dane Bray (Hon).

MOTO 2: 1. Mike Young (Hbg); 2. Ty Davis (Kaw); 3. Spud Walters (Hon); 4. Dave Coupe (KTM); 5. Jim Lewis (CCM); 6. Gary Dircks (Hbg); 7. Don Franklin (Hus); 8. Lance Smail (KTM); 9. Gary Boyer (Hbg); 10. Micky Dymond (Hbg); 11. Eric Wright (Hon); 12. Britt Woodring (Hus); 13. Scott Myers (ATK); 14. Bill Liles (CCM); 15. Terry Fowler (CCM); 16. Cole Marshall (CCM); 17. Curt Wilcox (Hon); 18. Drey Dircks (KTM); 19. Steve Rawson (Hus); 20. Carter Gurnee (Hus).

O/A: 1. Mike Young (Hbg); 2. Ty Davis (Kaw); 3. Spud Walters (Hon); 4. Dave Coupe (KTM); 5. Jim Lewis (CCM); 6. Gary Dircks (Hbg); 7. Don Franklin (Hus); 8. Lance Smail (KTM); 9. Gary Boyer (Hbg); 10. Micky Dymond (Hbg); 11. Eric Wright (Hon); 12. Britt Woodring (Hus); 13. Scott Myers (ATK); 14. Bill Liles (CCM); 15. Terry Fowler (CCM); 16. Cole Marshall (CCM); 17. Curt Wilcox (Hon); 18. Drey Dircks (KTM); 19. Steve Rawson (Hus); 20. Carter Gurnee (Hus).

AMA WESTERN NATIONAL 4-STROKE MX SERIES POINT STANDINGS (After 3 of 8 rounds): 1. Mike Young (137/1 win); 2. Lance Smail (123/2); 3. Dave Coupe (81); 4. Micky Dymond (73); 5. Spud Walters (72); 6. Gary Dircks (68); 7. Drey Dircks (66); 8. Eric Wright (57); 9. Terry Fowler (55); 10. Scott Myers (54); 11. Jim Lewis (49); 12. Ty Davis (40); 13. Gordon Ward (39); 14. Billy Liles (36); 15. Steve Rawson (35); 16. Destr Abbott (34); 17. Britt Woodring (33); 18. Dana Bray (29); 19. Darren Oliver (28); 20. Robert Naughton (26).

Upcoming Rounds:
Round 4 - San Bernardino, California, May 12
Round 5 - Ogden, Utah, June 8

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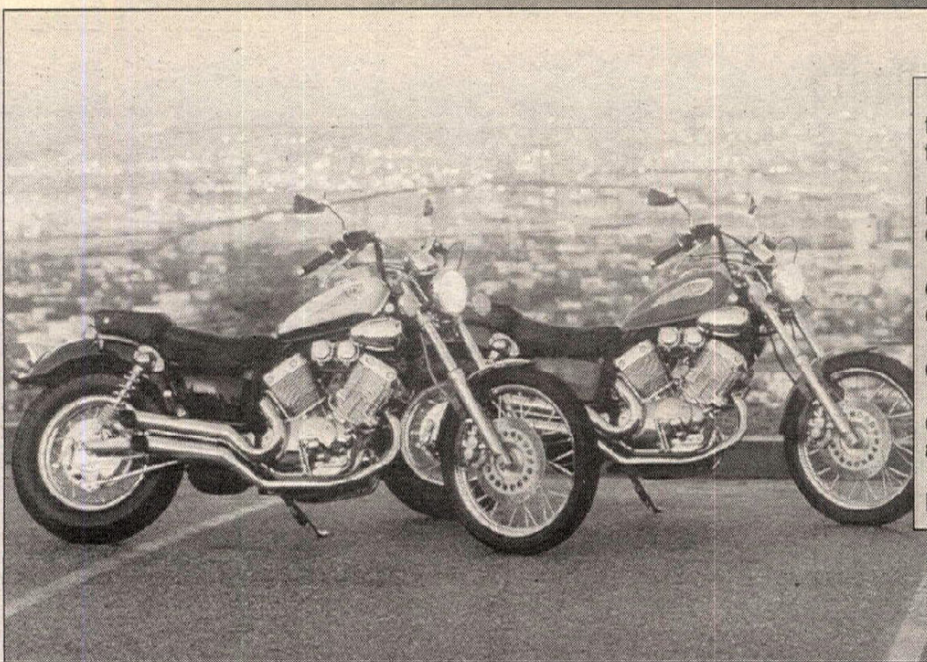
FLORIDA

MIAMI
Motoport U.S.A.
1200 N.W. 57 Ave.
Miami, FL 33126
(305)264-4433

POMPANO BEACH
Riva Yamaha
3801 N. Dixie Hwy
Pompano Beach, FL 33064
(954)785-4820

GEORGIA

ROME
Easy Living Yamaha
3120 Martha Berry Hwy.
Rome, GA 30165
(706)234-8502



The Virago 535 and 535 Special

When purchasing a cruiser, authenticity and tradition are paramount considerations, and this is where the competition falls short. Yamaha offers two mid-sized cruisers that embody the classic look most people are looking for in a motorcycle; the Virago 535 and 535 Special.

The Yamaha cruisers have genuine V-twin engines, low-slung frames, stylish chromed looks and a distinct bass exhaust note. The plush, raked-out front forks, the forward mounted footpegs and the low seat put the rider in the classic cruising position.

Other standard Virago tech features include a low-maintenance shaft drive, worry-free electronic ignition and dual-piston front disc brakes. And to add style to the cruisers are real chrome wire-spoke wheels, dual bobbed exhaust and a fat rear tire.

Such features combined with the chromed rear brake plates and the highly polished engine components make the Virago a very desirable ride.

The Virago Special includes extra features such as polished and chromed engine cases, clutch lever, brake lever, horn and carburetor covers. It also sports a deeply upholstered seat and a detailed two-toned color scheme.

The 1996 Virago 535 comes in Fire Red while the 535 Special is two-tone Traditional Blue/White. Both are available at participating Yamaha dealers nationwide.

The 1996 FZR600: Performance and Refinement

Since its inception, the Yamaha FZR600™ has remained a favorite among 600cc sport bike enthusiasts.

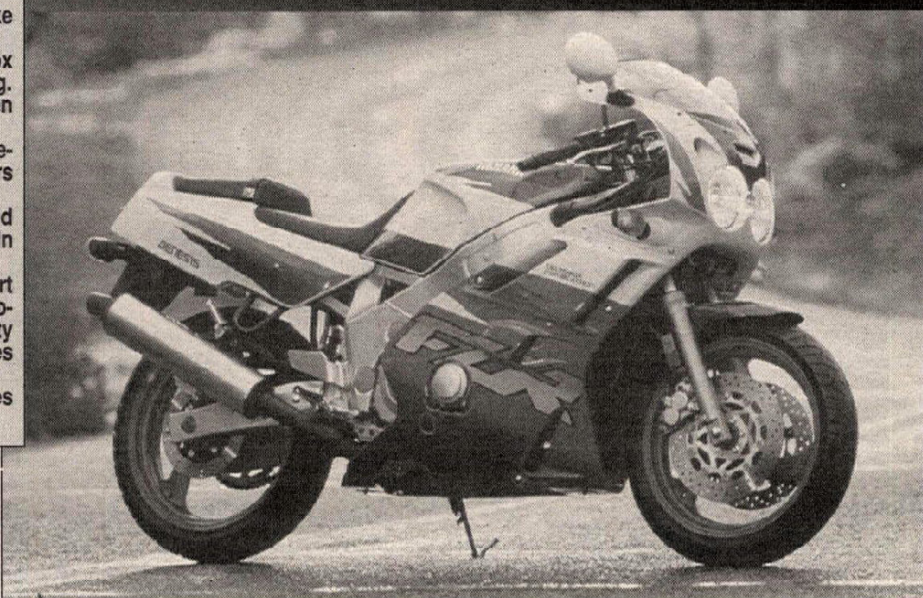
When the road gets twisty, the FZR shines. Thanks to Yamaha's race-developed Deltabox frame and swingarm design, the FZR possesses unmatched precision steering and handling. With the FZR's trademark agility and suspension feedback, the rider feels confident either when upright and at speed or when heeled over in a turn.

The heart of the machine is its power plant, a liquid cooled 599cc engine with Yamaha's race-proven, Genesis design. With smooth, controllable power provided by forward inclined cylinders which are fed by four straight-intake

32mm Mikuni carburetors, the FZR is a model of efficiency. To keep all of this power and speed in check the FZR600 comes with dual 298mm disc brakes up front, and a 245mm disc in the rear.

Surrounding all of this high-tech super-sport hardware is one of the most comfortable sport bike designs around. In paying as much attention to ergonomics as to performance, Yamaha produced a bike that is as accommodating on the freeway and in the city as it is carving up twisty canyons and backroads. In the end, potential buyers are given one of the best sport bike values available.

In 1996 the FZR600 is offered in White/Red/Purple and Dark Silver/Red/Black color schemes and is available at participating Yamaha dealers nationwide.



ROSWELL
Roswell Fun Machines
11270 Elkins Road
Roswell, GA 30076
(770)442-8460 or (800) 281-8292

SHREWSBURY
Performance Cycles
939 Boston Tpke (Rt 9)
Shrewsbury, MA 01545
(800)613-6332

SUSSEX
Sussex Motorsports
446 Route #23, P.O. Box 385
Sussex, NJ 07461
(201)875-3640

ILLINOIS

CANTON
Slaight's Yamaha Center
P.O. Box 498, 2061 N. Main
Canton, IL 61520
(309)647-5546

FAIRFIELD
LeMond's Yamaha
Rt.45 South P.O. Drawer B.
Fairfield, IL 62837
(618)842-9166

HOFFMAN ESTATES
Woodfield Cycle Center
85 E. Golf Rd.
Hoffman Estates, IL 60173
(847)885-7525

LANSING
HYRO Yamaha of River Oaks
19528 Burnham Ave.
Lansing, IL 60438
(708)895-5500

LIBERTYVILLE
Banzai Motorsports "Home of Banzai Racing"
611 N. Milwaukee Ave.
Libertyville, IL 60048
(847)362-7110

OTTAWA
Leipold Motor Sales
Rt. #6 East
Ottawa, IL 61350
(815)433-0713

INDIANA

MERRILLVILLE
Loomis Cycle & Marine
Rts. 30 & 51
Merrillville, IN 46410
(800)594-4970

VALPARAISO
Buck's Powersports
393 E. U.S. Hwy. #30
Valparaiso, IN 46383
(219)447-4700

KENTUCKY

COVINGTON
New Ray's Cycle Co.
1601 Scott Blvd.
Covington, KY 41014
(606)291-3226

MASSACHUSETTS
EVERETT
Parkway Cycle
1865 Revere Beach Parkway
Everett, MA 02149
(617)389-7000

MICHIGAN

PAW PAW
Paw Paw Cycle & Marine
134 Amey Rd.
Paw Paw, MI 49079
(616)657-2574 or (800) 618-6760

MISSOURI

FESTUS
Surdyke Racing
1305 Highway 61
Festus, MO 63028
(800)748-RIDE (7433)

MONTANA

BILLINGS
Hi-Tech Motor Sports
6540 S. Frontage Rd.
Billings, MT 59101
(406)652-0090 or (800) 735-9356

NEW HAMPSHIRE

HUDSON
Hudson Cycle Center, Inc.
2 Flagstone Dr.
Hudson, NH 03051
(603)882-1573

NEW YORK

EGG HARBOR TOWNSHIP
Motion Enterprises Yamaha
2907 Fire Road
Egg Harbor Township, NJ 08234
(609)645-8181

HAMMONTON
Motion Enterprises Yamaha
629 White Horse Pike
Hammononton, NJ 08037
(609)561-8181

LODI
Bergen Sport Cycles
30 Route 46 East
Lodi, NJ 07644
(201)641-0100

MIDDLETOWN
Monmouth Cycles
656 Hwy #35
Middletown, NJ 07748
(908)671-1073

RAMSEY
Ramsey Cycle Sports
995 Rt. 17
Ramsey, NJ 07446
(201)825-3333

NEW MEXICO

ALBUQUERQUE
Bobby J's Yamaha Inc.
4724 Menaul Blvd. NE.
Albuquerque, NM 87110
(505)884-3013

SANTA FE
Santa Fe Motor Sports
2731 Cerrillos Rd.
Santa Fe, NM 87505
(505)438-1888

NEW YORK

BROOKLYN
King Cycles, Inc.
657 Atica Ave.
Brooklyn, NY 11203
(718)773-2279

FULTON
Wheel - A - Way Motorsports
Route 481
Fulton, NY 13069
(315)592-5311

HIGHLAND FALLS
BC & M Yamaha Inc.
Rt 9W
Highland Falls, NY 10928
(914)446-4034 or (800) 367-0773

NORTH CAROLINA

SHELBY
Shelby Motorsports
1715 E. Dixon Blvd. (Hwy. 74 Bypass)
Shelby, NC 28152
(704)482-5946

OHIO

CINCINNATI
Beechmont Motorsports
600 Mt. Moriah Dr.
Cincinnati, OH 45245
(513)752-0088

MT. VERNON
Mid-Ohio Yamaha
P.O. Box 887 494 Harcourt Rd.
Mt. Vernon, OH 43050
(614)397-5272

MAUMEE
Yamaha East
1230 Conant St.
Maumee, OH 43537
(419)891-1230

NORTH ROYALTON
Breyley Yamaha Inc.
11035 State Road
North Royalton, OH 44133
(216)237-4543

RIPLEY
Ayers Yamaha
15 S. Second St.
Ripley, OH 45167
(513)392-9400

OREGON

GRESHAM
Zims Yamaha Sports Plaza
22301 SE Stork
Gresham, OR 97030
(503)666-9438

PENNSYLVANIA

ALLISON PARK
Gibsonia Cycle Center
4684 Rt.8
Allison Park, PA 15101
(412)487-2803

CAMP HILL
Yamaha of Camp Hill
1101 Slate Hill Rd.
Camp Hill, PA 17011
(717)761-6192

DALLAS
Kunkle Motors
R.R. 1 Box 386
Dallas, PA 18612-9739
(717)675-1546

GALETON
Larry's Sport Center
U.S. Rt. 6 West
Galeton, PA 16922
(814)435-6548

LANCASTER
B&B Sales & Service
791 Flory Mill Rd.
Lancaster, PA 17601
(717)569-5764

TENNESSEE

ATHEUS
Motor Sports Cycle Co.
615 Congress Pkwy.
Atheus, TN 37303
(423)745-6305

COOKEVILLE
Mid-State Motorsports, Inc.
1191 Bunker Hill Rd.
Cookeville, TN 38501
(615)528-5504

KINGSPORT
Yamaha Cycle Center, Inc.
2405 E. Stone Drive
Kingsport, TN 37660
(423)247-8561

TEXAS

BRIDGEPORT
Bridgeport Marine & Sport Center
Rt. 2 Box 173
Bridgeport, TX 76426
(817)683-4580

FORT WORTH
Fort Worth Yamaha
3052 Alta Mere Drive
Fort Worth, TX 76116
(817)244-1047 Fax: (817)244-1048

MARSHALL
H&W Yamaha
3709 E. End Blvd. S.
Marshall, TX 75670
(903)938-9481

SAN ANTONIO
Joe Harrison Motor Sports
9710 I.H. 35 North
San Antonio, TX 78233
(210)656-9400

UTAH

CEDAR CITY
Cedar Ridge Yamaha
1014 S. Main
Cedar City, UT 84720
(801)586-8272

DRAPER
South Valley Motorsports
11553 S. State St.
Draper, UT 84020
(801)576-1899

VIRGINIA

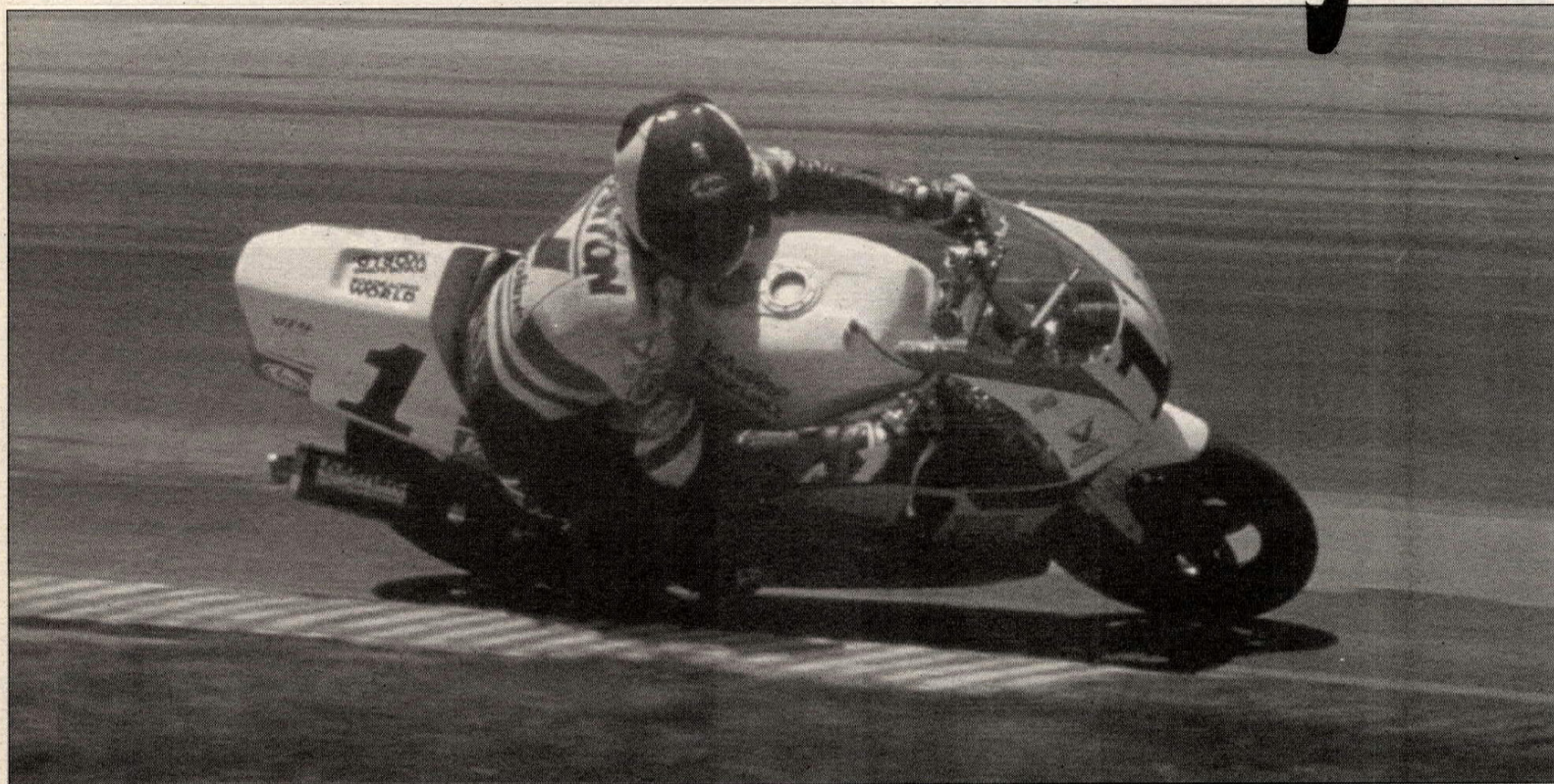
WAYNESBORO
Wayne Cycle Shop
Rt 340 North
Waynesboro, VA 22980
(540)943-1111 or (540)886-1111

WASHINGTON

ISSAQUAH
I-90 Motorsports
200 N.E. Gilman Blvd.
Issaquah, WA 98027
(206)391-4490 or (800)883-9987

SEATTLE
University Yamaha
420 E. Pike St.
Seattle, WA 98122
(800)560-0037 or (206)322-3400

Team Suzuki endures yet again



(Left) The Team Suzuki Endurance duo of Tray Batey and David Stanton (shown) lapped the course some two to five seconds faster than the competition en route to victory when round two of the WERA National Endurance Series visited Road Atlanta.
(Below) TKO Rayce Team Suzuki Too's Joey Gilliland (shown) and Gregg Blackwell finished second overall and topped the Heavyweight Superstock division after battling with several teams.

By John Blackstock
Photos by Yaniv Adir Photography

BRASELTON, GA, MAY 4

Endurance. Mr. Webster describes it this way: "The ability to bear pain, hardship, or adversity."

Round two of the WERA National Endurance series at Road Atlanta provided plenty of each for the competing 49 teams to bear. With the mercury nearing the 90-degree mark, the six-hour event promised to be very demanding on man and machine.

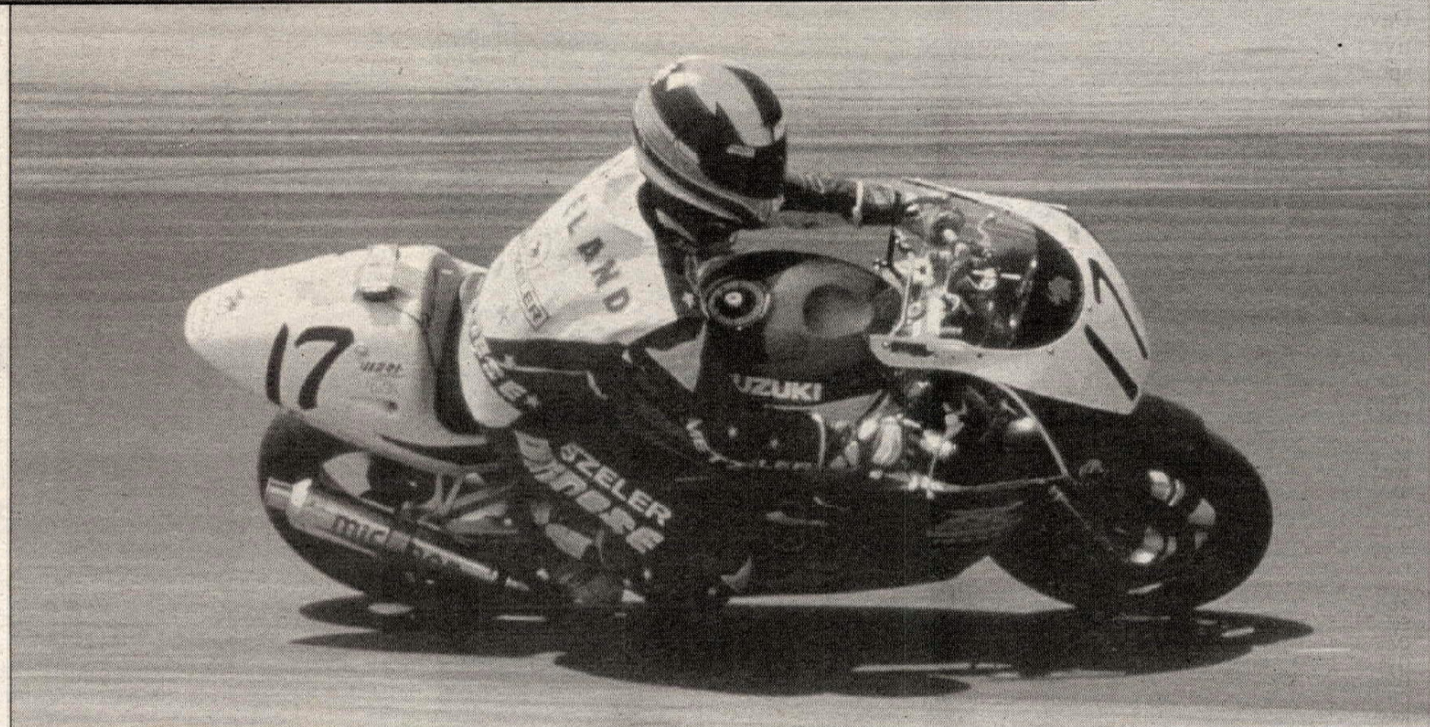
After Michael Martin departed from the mighty Team Suzuki Endurance at the end of the '95 season, some of the competition might have hoped for more equal footing this year. But after the team's sound lashing of the field at Road Atlanta, that doesn't appear to be the case at all.

Tennessee native Tray Batey and Pleasant Hill, California's Dave Stanton lapped the scenic 2.5-mile course at two to five seconds quicker than their nearest competitors all day on the team's potent GSXR1100-based machine.

Although Team Suzuki dominated the lead, the race for second place on down was quite interesting. TKO Rayce Team Suzuki Too, Arclight Racing, KWS Motorsports, R&D Racing and H&H/RK Motorsports had a ferocious battle throughout.

As the green flag flew and the clock started ticking, H&H/RK Motorsports with "Revin" Kevin Rentzell riding, put its Suzuki 1100 Superstock machine through turn one and up the hill first to lead a frantic pack that included Arclight's Joe Prussiano, Batey, and TKO's Joey Gilliland.

H&H and Arclight crossed the stripe ahead of Team Suzuki to end lap one but by the next time around Batey had stormed into the lead and, as it turned out, led every lap to come. Before five laps were down, lapped riders were already coming into play but Team Suzuki's Batey sliced through them



effortlessly and by lap 10 held nearly a 15-second lead.

A preview of things to come happened just over 40 minutes into the event as two riders went down in turn four, spilling oil and bringing out the first of five red flags for the day.

Track personnel were feverishly cleaning the racing surface as pit crews scrambled to ensure their machines were capable of the feat to come.

All engines were still silent as the official clock struck the one-hour mark. Score sheets showed Team Suzuki Sport followed by H&H, TKO Too, HP Motorsports, and KWS Motorsports rounding out the top five. At this point only four teams remained on the lead lap.

The first attempt at a restart was aborted when the fourth-place machine of HP crashed in turn five on the warmup lap. Once again the racing line was soiled, causing another delay. This mishap brought the lead lap count

down to three with only one-sixth of the race complete.

Team Suzuki Endurance seemed unfazed by the loss of their once-comfortable lead. As Batey cooled off under the tent, his modest confidence was evident.

"The bike was good right off the truck," Batey said. "All we really had to change from last year's GNF setup was the gearing. We're running a five-speed transmission this year, and it requires a little different combination. I'm pretty sure we can do 24s if someone pushes us."

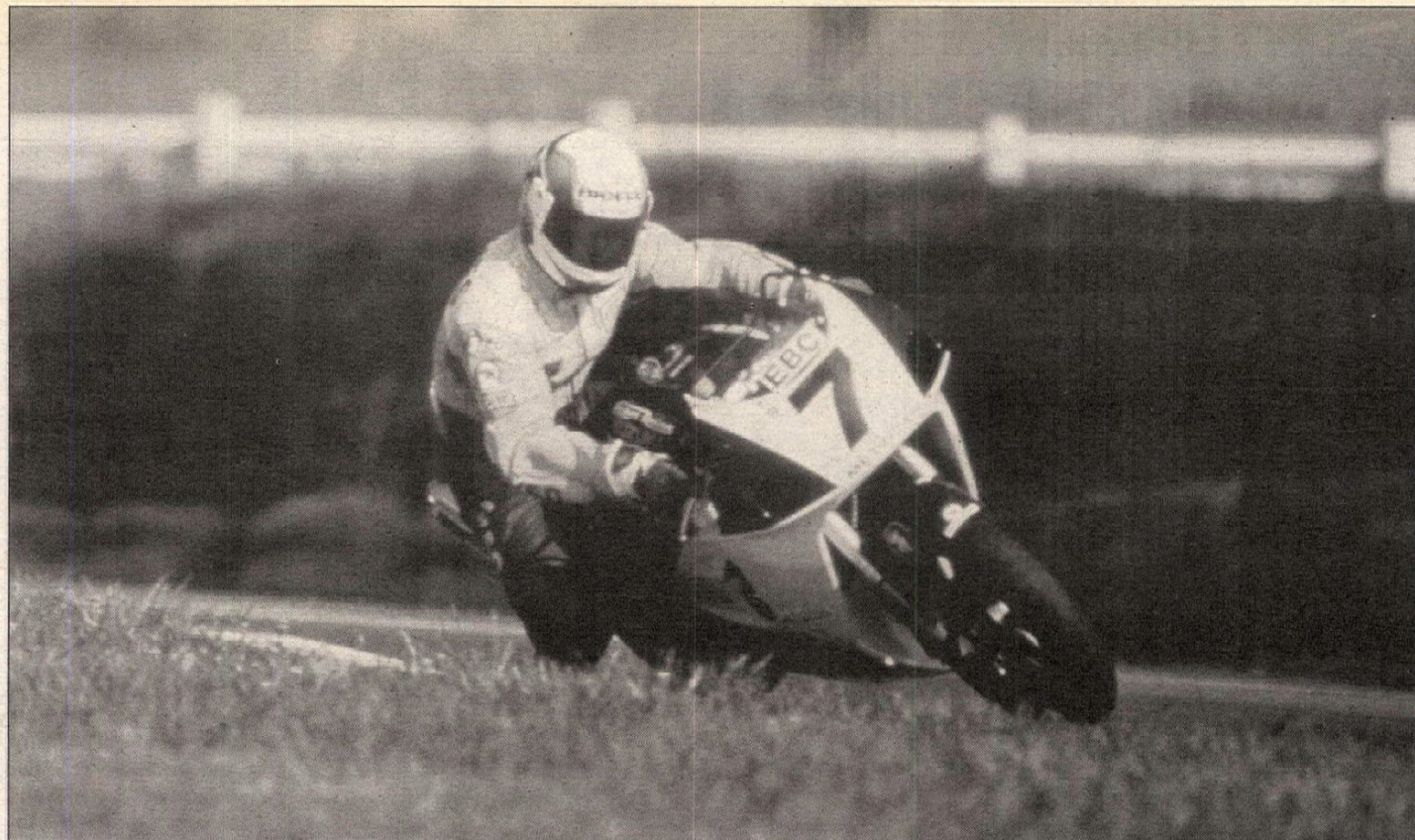
When racing resumed just before the 90-minute mark, Stanton took up right where his teammates left off. Riding the Michelin shod, Valvoline-sponsored GSXR1100 around like a rocket sled on rails.

With Stanton going way out front, a spirited battle was taking place for second. TKO Rayce Team Suzuki Too rid-

ing a Suzuki Sport, Metzeler Tire-sponsored GSXR750 and the H&H RK Motorsports Suzuki 1100 were going at it tooth and nail. The two remained fairly close with the help of the forementioned red flag stops until just past the four-hour count when Rentzell, aboard the H&H ride, put a slight gap between himself and the TKO Too entry.

Rentzell turned the riding over to teammate Brian Lantz early into the fifth hour. H&H was trailing Suzuki by a couple of laps but was in good shape to capitalize should anything go awry with the leaders. Unfortunately disaster struck six laps into Lantz's stint as he crashed in turn five, handing TKO Too second overall as well as first in class. A hole was knocked in the engine cases ending any hopes for a return.

Meanwhile Team Suzuki continued to stretch its lead between red-flag stops with Batey, Stanton, and the big Suzuki not missing a beat. At the end of hour



five they had almost three laps on TKO Too, with Arclight, KWS and R&D Racing each one lap behind the other.

With about 15 minutes remaining in the grueling event, Stanton made a quick trip through the pits for a splash of fuel and then put it on cruise control to ensure the team's 111th Endurance victory.

Gilleland brought the TKO Too Heavyweight Supersport machine home second overall ahead of Prussiano on the Arclight Suzuki 750 and the KWS Suzuki 750 ridden by Kevin Hunt and David McGrath. Rounding out the top five overall were Middleweight Supersport-class winners R&D Racing. **CN**

Road Atlanta
Braselton, Georgia
Results: May 4, 1996 (Round 2 of 10)

ENDUR O/A: 1. Team Suzuki Endurance (Suz); 2. TKO Rayce Team Suzuki Too (Suz); 3. Arclight Racing (Suz); 4. KWS Motorsports (Suz); 5. R&D Racing (Kaw); 6. Roswell Racing (Suz); 7. Royale Racing (Hon); 8. Army of Darkness (Yam); 9. Team Triad II/Tapeworks (Yam); 10. SBR (Yam); 11. Eagle Racing (Suz); 12. Team Ten 40 Racing (Hon); 13. Performance Motorsports (Kaw); 14. Register Racing (Kaw); 15. Sharkskin Racing (Yam); 16. CAD Racing (Hon); 17. 650 NR1 Racing (Kaw); 18. Cycle Speed Racing (Hon); 19. Flyin' Colors/Anderson S (Yam); 20. Bat Bodies (Kaw).
Time: 5 hrs., 59 min., 03 sec.
Distance: 138 laps, 345 miles
Average speed: 57.7 mph
Margin of victory: 3 laps

WEA NATIONAL ENDURANCE SERIES POINTS STANDINGS (After 2 of 10 rounds): 1. Team Suzuki Endurance (233.52 points/2 wins); 2. TKO Rayce Team Suzuki Too (205.87); 3. Arclight Racing (195.43); 4. Royale Racing (157.66); 5. Triple R Racing (133.92); 6. Performance Motorsports Racing (133.84); 7. Cycle Speed Racing (130.09); 8. Excel Racing (122.52); 9. Roswell Racing (116.44); 10. The TKO Rayce Team Suzuki (114.23); 11. Army of Darkness (113.33); 12. DATS Racing (112.5); 13. H&H Racing/RK Motorsports (108.29); 14. Team Fury (106.12); 15. HP Motorsports (101.22); 16. Screaming Howie Racing (96.74); 17. Sin City Racing (88.61); 18. KWS Motorsports (88.25); 19. R&D Racing (82.75); 20. Silberstein R&D Racing (72.67).

Upcoming Rounds:
Round 3 - Summit Point, WV, May 25
Round 4 - South Haven, MI, June 8

WEA National Challenge Series
Round 2: Road Atlanta

Rumble in the South

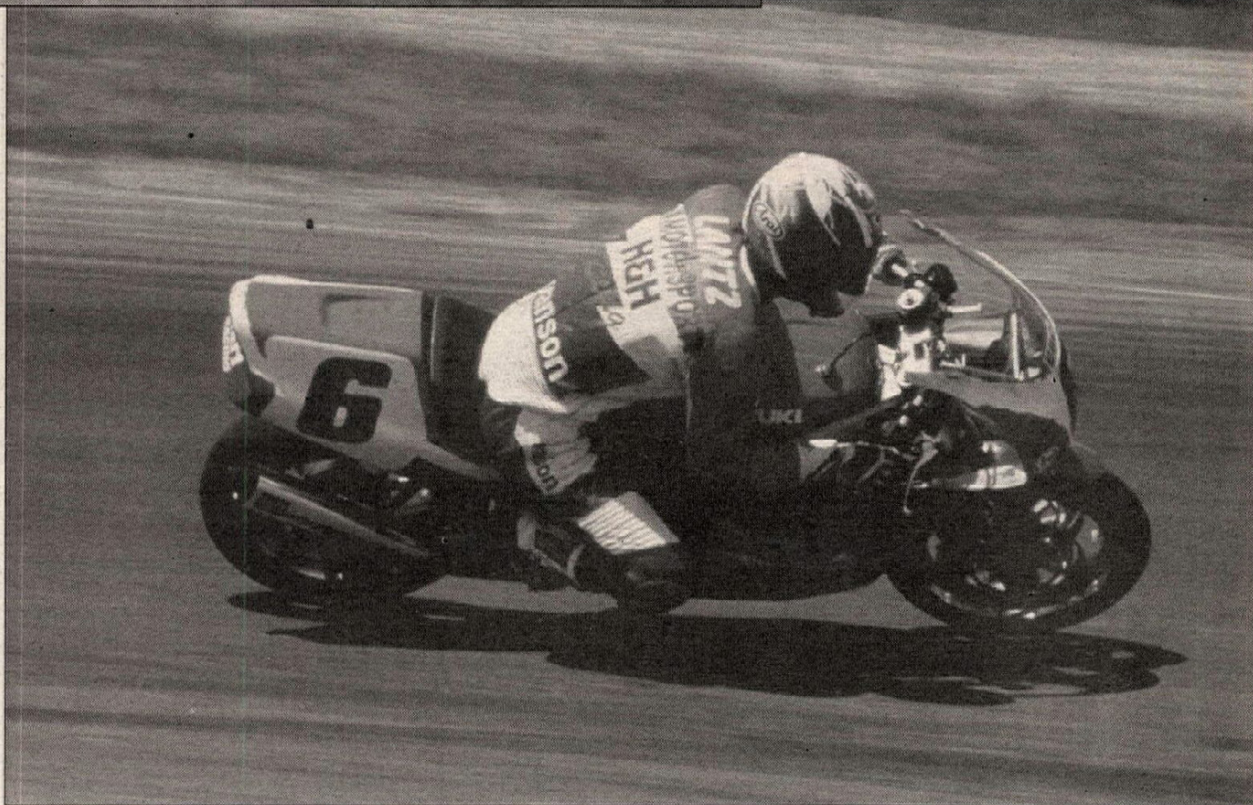
By John Blackstock

BRASELTON, GA, MAY 5

After the wild and woolly six-hour endurance race of one day earlier, everyone on hand expected nothing less than all-out war for the WEA National Challenge Series sprint races at Road Atlanta.

A quick trip through the pit area at

(Above) The Arclight Racing team rode a steady race after losing ground to TKO Rayce Team Suzuki Too and finished third. (Right) Brian Lantz held the H&H/RK Motorsports Suzuki in second overall before crashing out of contention in the fifth hour.



day's end proved this was indeed the case as exhausted riders and trashed motorcycles were everywhere.

RK Motorsports' Kevin Rentzell and Valvoline Suzuki's Dave Stanton shared the honor as the day's top finishers. Both riders ended the day with two firsts and one second-place finish.

The first race to grid was 1100cc Superstock Expert class. When the green waved all eyes were focused on pre-race favorites Stanton and Rentzell but out front at the end of lap one was the Valvoline Suzuki ridden by Gulfport Mississippi resident Josh Hayes. Also charging hard was the young rookie expert Jamie Hacking, occupying the number-two slot. Following closely were Stanton and another H&H Motorsports rider Brian Lantz.

Rentzell was busy making up time he had lost in the first corner of lap one. According to the Acworth, Georgia, resident he got quite a scare.

"I dove into one at the start and I don't know if I hit some liquid or what, but it just took off," Rentzell said. "My right knee was the only thing holding me up, and it really pulled the muscles inside my thigh. Just when I thought I was down it caught traction and I was able to continue up the hill."

By the midway point Rentzell, Hacking, and Stanton had opened up a small gap over the battle for fourth between Hayes, Grant Lopez, and Joe Prussiano.

The three front-runners were swapping paint and positions all around the 2.5-mile circuit. Rentzell pulled a move that he would use all day and dived under Stanton entering turn 12 to take the lead away at the start of lap six.

Stanton was back at the point to lead laps eight and nine. The stage was set. Stanton, Rentzell, and Hacking disappeared over the hill in tight formation to begin the dash to the checkered flag. Going through turn five, Stanton zipped past a lapped rider, but as Rentzell tried the same move the slower rider tried to move into Stanton's draft causing him and Rentzell to collide. Neither rider went down but it allowed the Valvoline Suzuki rider just enough breathing room to outduel Rentzell and Hacking back to the stripe. Stanton was very pleased with the outcome.

"We had a late-braking contest the whole way and I guess I won it a few times," Stanton said. "I passed a couple of guys very close but clean on that last lap. Kevin was real strong out there."

Rentzell wasn't done yet and returned later in the day to get some revenge by winning the Middleweight GP and 600cc Kawasaki divisions. Joey Gilleland put up a struggle on another ZX600 out of the Kawasaki of Canton stable but was not able to overcome Rentzell's drive and determination to win.

The fireworks really exploded in the Michelin 750cc Superstock event. Texan

Joe Prussiano, aboard an Arclight GSXR, and the youngster Hacking on a similar mount sponsored by Valvoline, Suzuki, Michelin, and Arai were having quite a battle out front. Grant Lopez, Dave Stanton, and Josh Hayes were all tied together just a short distance behind the leading duo.

Approaching turn 11 on the last lap, the leaders encountered backmarkers, and suddenly all hell broke loose. Prussiano, leading, took a very conventional line into the corner. Hacking, on the other hand, was in too hot for the tighter radius that he was trying. At the crest of the hill Hacking's rear suddenly broke loose, and he went down hard, taking Prussiano with him. Both riders walked away but their bikes were not as lucky with both suffering expensive-looking damage.

This was an unexpected gift for Lopez as he took the win over his Valvoline Suzuki teammates, Stanton and Hayes.

"I really thought I had Joe set up nicely down the back straight," Hacking said. "But we came up on some lappers and I had to go too far inside. The rear just stepped out and we were down. I'm real sorry but it wasn't intentional, just hard racing." **CN**

Road Atlanta
Braselton, Georgia
Results: May 5, 1996 (Round 2 of 10)

F-1: 1. David Stanton (Suz); 2. John Jacobi (Suz); 3. Jim Albritton (Yam); 4. Dean Hayes (Suz); 5. Jeff Wilson (Suz).

M/W GP: 1. Kevin Rentzell (Kaw); 2. Chad Bynum (Kaw); 3. Stoney Landers (Hon); 4. William Himmelsbach (Yam); 5. Reuben Frankfield (Kaw).

125 GP: 1. John Ulrich (Hon); 2. Joji Tokumoto (Hon); 3. Chris Rogers (Yam); 4. Paul Black (Hon); 5. Steve Heilmann (Hon).

1100 S/STK: 1. David Stanton (Suz); 2. Kevin Rentzell (Suz); 3. Jamie Hacking (Suz); 4. Josh Hayes (Suz); 5. Joe Prussiano III (Suz).

MICHELIN 750 S/STK: 1. Grant Lopez (Suz); 2. David Stanton (Suz); 3. Josh Hayes (Suz); 4. Billy Eisenacher (Yam); 5. John Branch III (Suz).

600 S/STK: 1. Kevin Rentzell (Kaw); 2. Joey Gilleland (Kaw); 3. Mark Reed (Kaw); 4. Chad Bynum (Kaw); 5. Mike Reed (Kaw).

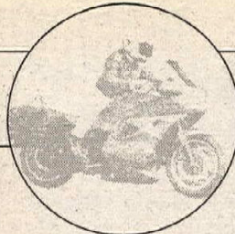
FACTORY 600 PROD: 1. Luke Yarbrough (Hon); 2. Gregory White (Kaw); 3. Darren Behm (Hon); 4. Chris Normand (Hon); 5. Rocky Gravley (Hon).

FACTORY 750 PROD-750 S/BK: 1. William Taylor (Hon); 2. Timothy Godwin (Hon); 3. Arasj Hoshmandy (Hon); 4. Chris Normand (Hon); 5. Richard Parella (Kaw).

600 S/BK: 1. William Taylor (Hon); 2. Timothy Godwin (Hon); 3. Greg White (Kaw); 4. Chris Normand (Kaw); 5. Mark Zaremskas (Hon).

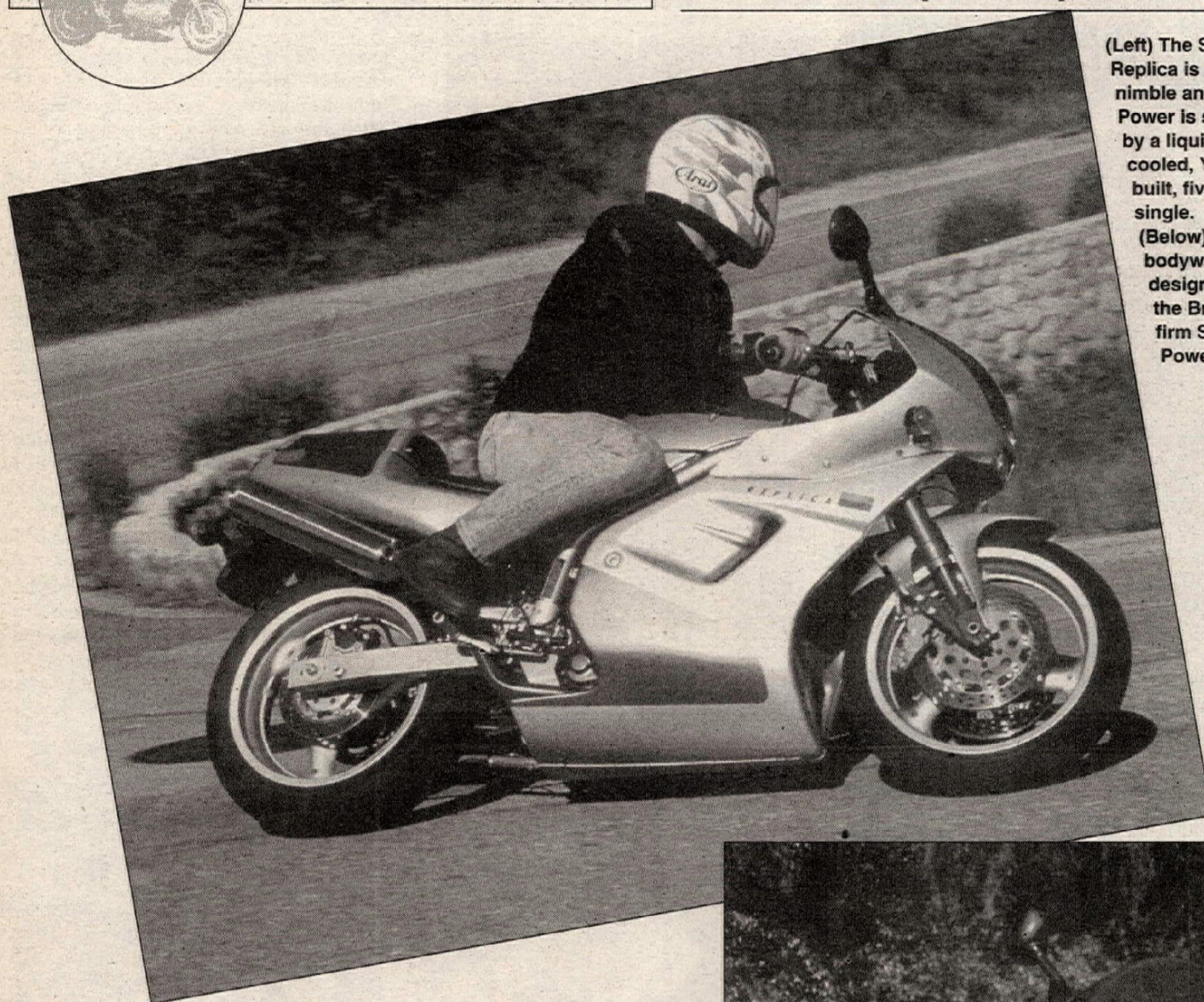
750 S/BK: 1. William Taylor (Hon); 2. Timothy Godwin (Hon); 3. Arasj Hoshmandy (Hon); 4. Chris Normand (Hon); 5. Richard Parella (Kaw).

Upcoming Rounds:
Round 3 - Summit Point, WV, May 25
Round 4 - South Haven, MI, June 8



RIDING IMPRESSION

1996 MZ Skorpion Replica



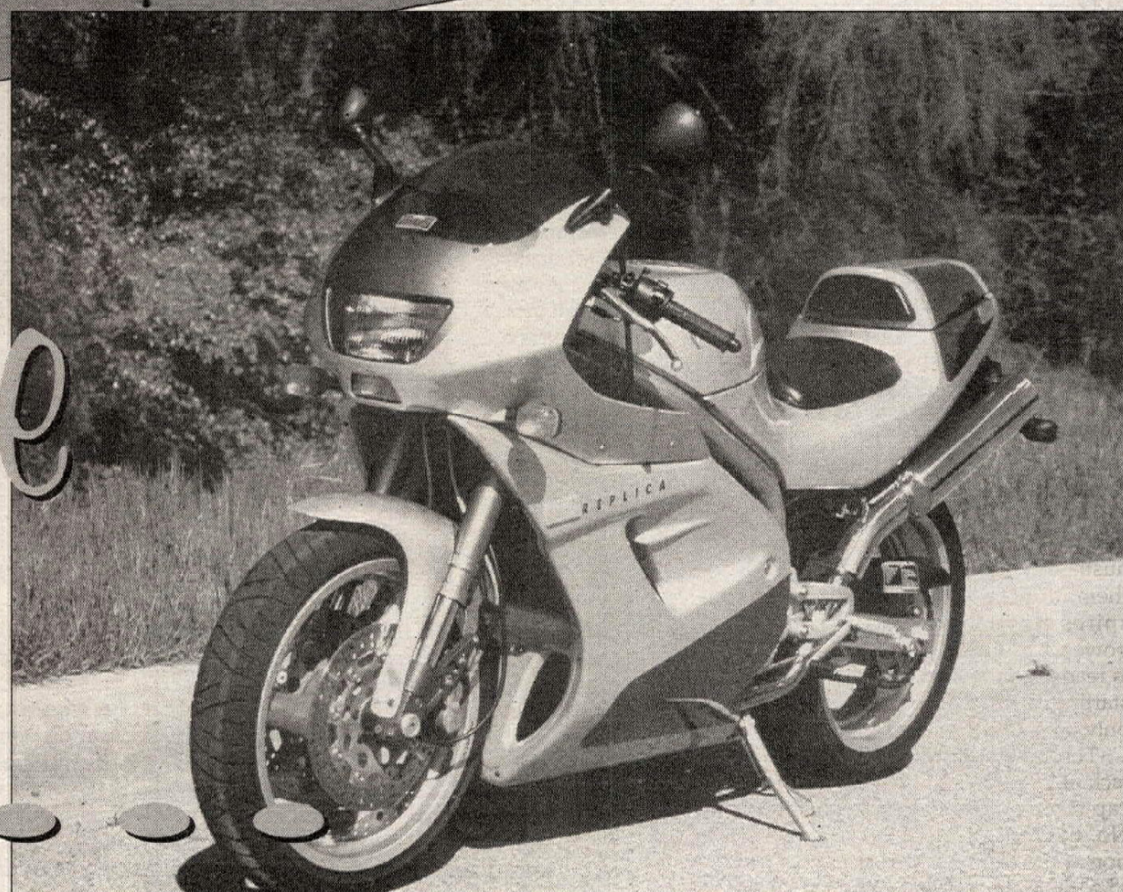
(Left) The Skorpion Replica is both nimble and stable. Power is supplied by a liquid-cooled, Yamaha-built, five-valve single.

(Below) The bodywork was designed by the British firm Seymour Powell.

After the straight-line defeat, it struck me that power-mad acceleration junkies might miss the point of the Skorpion - and I knew that drag racing was not the Replica's forte. Sure, it'll still take most cars in head-to-head speed contests, but judging from the spec sheet, the nearest winding road was definitely the right direction to travel in the search for the MZ Skorpion Replica's single purpose: turning.

While the German-made Replica shares the unique round-tube twin-spar frame and engine with its less rare siblings the Skorpion Sport, Tour and Traveller, moving beyond these components is where you begin to see why the narrow bike works so well through the turns - and why they have to charge \$10,500 for the privilege of owning one of the 24 copies of the Replica coming to the United States in 1996. Yes, the thing that really sets the bike apart, is parts. Do names like Brembo, Marchesini and WP mean anything to you? It's an enthusiast's dream come true - all the best, and those Marchesini wheels come shod with high-quality Metzeler MEZ1 rubber, too.

The Skorpion takes its name from the Tigcraft-built, Seymour Powell-styled single campaigned in the British Sound of Singles with good success to this day.



If you're rich...

The guy waiting at the light next to me was driving a black Mustang LX. His car was lowered, the wheels wide and chromed. All the glass except for the windshield was impenetrable, tinted dark as night. By the sound of the exhaust and the subdued whine of an under-hood blower, it was easy to tell this guy had only one thing on his mind: acceleration.

As I sat next to him, I thought to myself that this guy is America's version of performance. Floor it and go - the burnout is king.

I threw him some revs. "Man, this thing sounds like a dirt bike. I wonder if he's intimidated." His dark windows and my equally dark face-shield made it impossible to tell if he had even noticed the smallish silver sportbike and the single-cylinder chuff emitted from its twin, upswept stainless-steel Sebring exhausts. I revved the big-bore single again. This time, there was a response. As I listened

to the edgy, relatively unmuffled staccato rip of the Mustang's dual exhausts and watched the car rock back and forth from the torque, I thought to myself, "This might be a mistake." But I was committed.

The light went green. I had five grand on the tach and dumped the clutch. The MZ lurched forward and I struggled to keep the front end down. There wasn't a chirp from the sticky 160/60 ZR17 Metzeler MEZ1 rear tire. The Mustang, in dramatic contrast, seemed to be sitting still on the line, mired in wheelspin as huge billowy clouds of white smoke poured out from under the fender wells. "I might have a chance yet," I thought.

My hope glimmered for only a moment - the cold rubber of his spinning tires had found some heat, were now past the paint lines at the control light for the freeway on-ramp and clawing vigor-

ously at the asphalt. His car was accelerating.

I had gained the initial advantage, but first gear hadn't seemed to last very long - the motor quickly bounced off the rev limiter and almost sent me over the low clip-on bars. I found second gear, but was frustrated by the wide jump in ratios. I watched the white-faced tach more closely and timed the shift to third better. The gap between gears wasn't as frustratingly wide this time and momentum began to build. At 660cc the Skorpion was about one-eighth the displacement of this sprinting Mustang, but the MZ was holding its own.

My dark nemesis pulled even, then slowly crept away. The battle of brute force ended at around 65 mph and had been lost by a hair. Blower Boy prevailed, and I set out to find the nearest winding road to release some of the frustration.

In fact, racer Mike Edwards recently won the second round of the European Supermono Cup on the 1996 works Skorpion at Donington Park in April.

The street-going version is a fairly faithful reproduction on the surface, though if you dig a little deeper there are differences. Where the prototype Tigcraft bike had a Rotax single to propel it from turn to turn, the street version (and now the racer, too) uses Yamaha's five-valve-per-cylinder, 660cc single that sees duty in the European Yamaha XTZ660 dual purpose bike and the curvaceous SZR660 sportbike. Also, the prototype frame was bonded to its swingarm pivot with special aircraft adhesive, while the production bike gets welded together.

Though the engine is identical throughout the Skorpion line, the Replica has three more horsepower than the other models using the Yamaha-sourced powerplant due to the dual exhaust setup. Competition parts such as a 2mm-

By Mark Hoyer • Photos by Kit Palmer and Hoyer

over Cosworth piston and different cams are available, says Ray Campanile of American Jawa Ltd., the American importer and distributor of the MZ line. According to Campanile, there will also be a flat-slide carburetor available from Sudco as well as an exhaust system from Dale Walker, and the use of a TDM850 ignition module from Yamaha raises power output and the rpm that the rev limiter cuts in at from 7200 rpm to 9500.

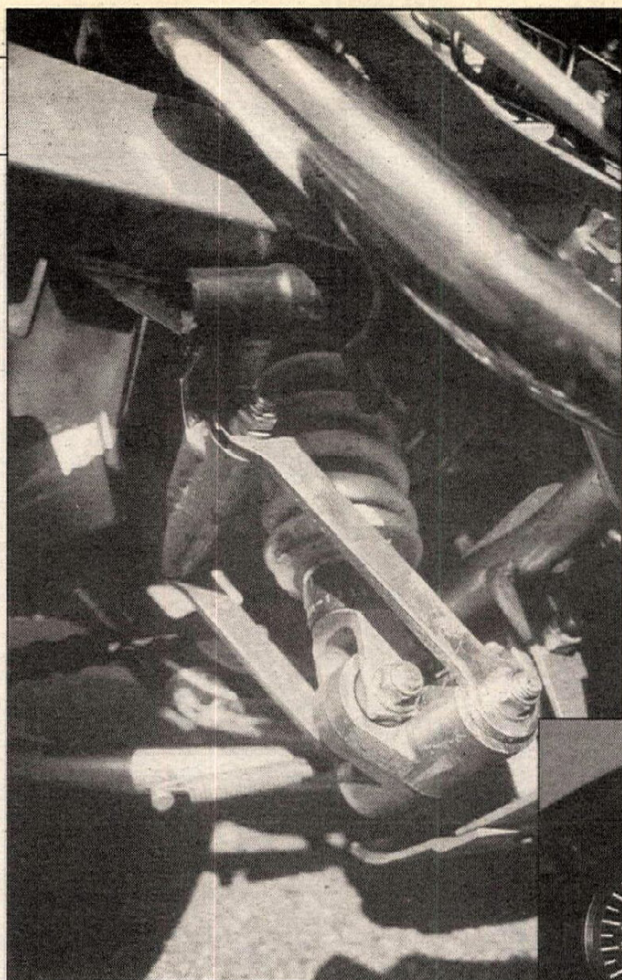
The counterbalanced, dry-sump motor makes adequate power in stock trim (47.7 hp at 6750 rpm on the CN dyno) and has a very flat power output that makes the machine both easy and, at times, even a little boring to ride. Engine vibration is about what you would expect from a big single, and because the only bikes we get in any number here in the States that use this type of powerplant are off-road and dual sport bikes, the most common remark concerning the Skorpion is that it "sounds like a dirt bike." Indeed it does.

It shifts like one too. Which is to say, pretty good, but just a little bit vague. The real problem with the gearbox lies between gears, so to speak. The ratios come straight out of the off-road bike and are widely spaced. As was made evident in my impromptu drag onto the freeway, the jump from first to second is wide, and first gear too short to be useful - you seem to run out of revs before you really get moving. The ratio spacing isn't as dramatically wide in the upper gears, and a tall fifth makes cruising at 80 mph a 5000-rpm (and reasonably comfortable) proposition. The torque offered by the big single is a nice broad plateau of twisting power that remains above 35 foot-pounds from around 2800 rpm to the rev limiter, so the gearing isn't as much of a handicap as it could be. Closer ratios would be better, though.

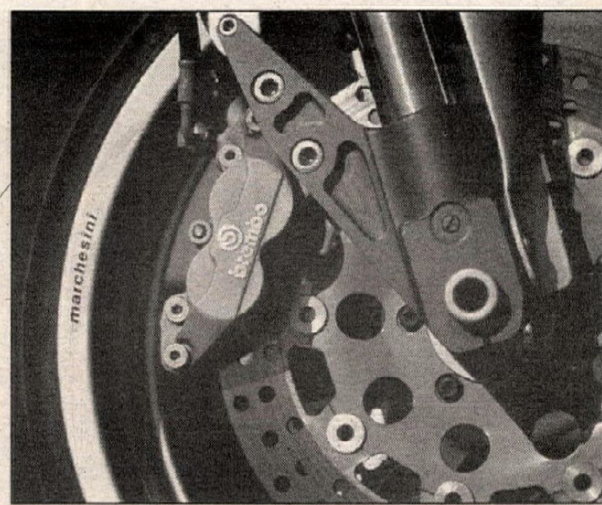
One of the other ratios that needs to be changed is the ratio of throttle twist to actual throttle movement at the twin 29/39mm carburetors. To get full power from the Replica requires the rider to regrip at least once. When finally finished with the long trip to full-open, the Replica exhibits admirable zip and will hustle down a fun road with the best of them, but the excess twist needed conspires to withhold all the available power. Carburetion is good and the MZ is ready to ride almost immediately after starting, a procedure that requires choke only on cold mornings.

The bike's handling is such that the lack of brute horsepower isn't the handicap it was on the straight and narrow. No, the lack of mind-bending acceleration at the exit of a turn really isn't much of a problem when you don't have to slow down too much at the entrance. And that's really where the Replica shines. Rear-set, solid-mount footpegs and a solo seat that feels like an upholstered slice of stale Wonder Bread make putting around town less than comfortable. And there are a couple of things that make the small, round mirrors fairly useless, too - like your arms. And though we don't count this as an inherent flaw, at the end of our test the MZ developed a loose wire in the ignition that at first made it stutter on occasion then cut the engine completely. It was the single mechanical difficulty we encountered in our month-long test.

The MZ makes a reasonable day-to-day companion, but utilitarian putting around town is a misuse. It is the pursuit of cornering speed that makes the bike special. The Replica feels a bit top-heavy - especially just after you fill the plastic fuel tank to its 5.5-gallon capacity - but the suspension, low overall weight of around 375 pounds dry and a short, 55.9-



(Left) A stamped steel link works the single WP rear shock featuring spring-preload and rebound-damping adjustments. (Right) The four-piston Brembo brakes are very strong. The cast wheels are made by Marchesini.



(Below) A pair of high-mounted, stainless-steel exhausts increase power output over the other models in the MZ line that use the Yamaha single.

(Right) Handsome, easy-to-read gauges relate road and engine speed. On the lower right is a clock.



1996 MZ Skorpion Replica

Specifications

Engine	Liquid-cooled, SOHC, five-valve single
Bore x stroke	100 x 84mm
Displacement	660cc
Compression ratio	9.2:1
Horsepower/torque	47.7 hp @ 6750 rpm/39.1 ft.-lbs. @ 5250 rpm
	Carburetion (2) 29/39mm Teikei
Ignition	CDI
Transmission	Five speed w/wet clutch
Chassis	Twin spar round-tube steel
Rake/trail	26.5°/107mm
Seat height	30.3 in.
Suspension	
Front	40mm WP inverted, adjustable for compression and rebound damping, 4.7 in. travel
Rear	Single WP shock link type, adjustable for spring preload and rebound damping, 5.1 in. travel
Brakes	
Front	Dual 11.0-in. steel discs w/ four-piston Brembo calipers
Rear	Single 9.4-in. steel disc w/ two-piston Grimeca caliper
Wheels/tires	
Front	120/60 ZR17 Metzeler MEZ1 on 3.5-in. cast Marchesini wheel
Rear	160/60 ZR17 Metzeler MEZ1 on 5-in. cast Marchesini wheel
Fuel capacity	5.5 gal.
Claimed dry weight	372 lbs.
Price	\$10,500
Distributor	American Jawa Ltd., 185 Express St., Plainville, NY 11803, 516/938-3210

inch wheelbase add up to a package that is well disposed to directional changes. Fast, bumpy sweepers that have other machines dodging and weaving fail to upset the Skorpion, while it still remains easy to turn quickly in tight corners.

The inverted 40mm forks are set at a rake of 26.5° (107mm trail) and are adjustable for compression and rebound damping. Fork action was supple and there was minimal dive under heavy braking. The rear WP shock (with stamped steel linkage) features spring-preload and rebound-damping adjustment. Both ends work very well without a hint of harshness anywhere and retain their composure under the most challenging road conditions.

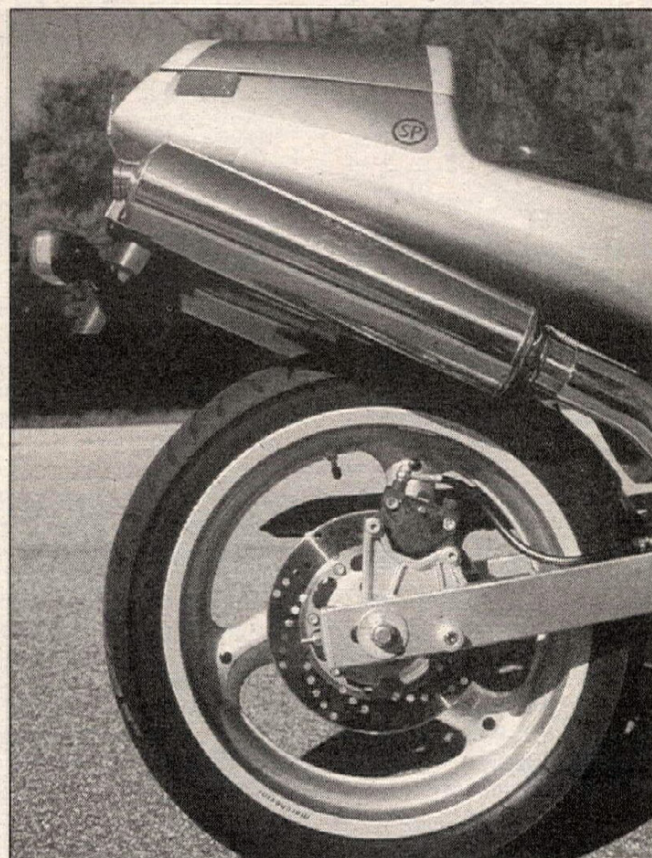
Tall riders will feel a bit jammed up on the Skorpion, though the footpegs are adjustable with supplied hardware that includes a different shift-linkage rod. We

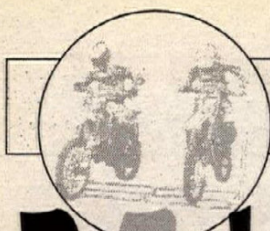
found no reason to raise them, at least not for the sake of ground clearance.

Though you'll ultimately end up using the brakes less than you might with other, heavier and not-so-corner-speed-friendly sportbikes, the Replica is nonetheless equipped with some of the best stopping equipment available. A pair of Brembo four-piston calipers work on 11-inch discs at the front, and a firm, two-finger squeeze on the lever will haul you down from high speeds with a feeling of confidence. Brake feel is aided by the use of braided lines, and strong initial bite makes late-braking Kevin Schwantz wanna-bes practice their craft with relish. Lifting the rear wheel under hard braking - part and parcel to the short wheelbase - isn't uncommon when you really push it. The rear brake features a Grimeca caliper, but is very easy to lock prematurely and ultimately we just stopped using it.

The Replica has its flaws, flaws one really doesn't expect from a motorcycle that costs so much. It has a steel swingarm, cheap-looking fasteners in a few places and close scrutiny with the fairing removed reveals a certain lack of finish we have come to expect from motorcycles manufactured today.

This is a narrow-focus motorcycle that is definitely fun in the right setting, and ideal to race in a singles class. But for \$10,500 the list of extremely competent street-going alternatives is large and singles enthusiasts might do better to look at the other, less expensive Skorpions in the MZ lineup. One thing you can be assured of with the Replica is exclusivity - only 24 copies will be coming to the U.S. Which is good, because in the end, the Replica will only appeal to a small audience of hard-core singles enthusiasts and racers.





Back in Shayne's court



for me to avoid hitting him. We both went down, you know."

After the wreck Johansson was able to continue, albeit with bent bars and his clutch lever down, but Boonen's bike was a wreck.

The incident had left Darryll King with what seemed to be a clear third place, but by the time he made it there, the leading pair had made quite a break from the rest of the pack. "I had passed them both (Johansson and Boonen)," King said. "In fact, I pushed my way past a lot of guys to get there, but the front two were long gone. I was coasting." His coasting would catch up with him, or rather Johansson would, as the Husky rider charged back up on the New Zealander and was able to make the pass. King was angry with his pit crew after losing third place. "They never put anything on the board that he was even close!" King said. "My rear tire was in shreds by then on these rocks so I couldn't charge back too hard."

Back in the pack a recovering Trampas Parker moved from an initial 25th to finish 10th. "I amazed myself," the American said after working hard through the pack. "I didn't know how I would last physically and didn't push too hard early on."

(Left) Husky-mounted Johan Boonen (7) leads overall winner Shayne King (9) and reigning 500cc World Champion Joel Smets (1). Smets took the hard-fought first-moto win but a crash in the second moto left him fourth and runner-up overall behind Shayne King. Smets retains a narrow points lead.

(Below) Honda-mounted Darryll King landed 4-2 moto scores in France for third overall and currently trails Smets by four championship points.

By Alex Hodgkinson

PLOMION, FRANCE, MAY 5

KTM team leader Shayne King shrugged off the misfortunes of round two to move back into contention for the points lead in the world 500cc MX series with his second win in three rounds as a crowd of nearly 20,000 looked on at the French Grand Prix at the rocky Plomion track. The Kiwi is now just three points behind big brother Darryll, the winner in Austria two weeks earlier and third overall today, but they both still trail defending champion Joel Smets, who finished second overall on 1-4 moto scores.

The Husaberg rider retained his narrow points lead only after an hour of doubt following the second moto, the result of a protest of outside assistance filed by another rider's manager. The jury dismissed the protest, but it was an incident which saw a thrilling day's racing end on a sour note and could have bitter repercussions before the end of the summer racing season.

The track, much of which was a series of tight loops up and down a hillside, looked to suit the 360cc KTMs and this seemed to be confirmed as Shayne King rocketed past the big bikes of Johan Boonen, Smets and Dietmar Lacher, which had the advantage on the long, slightly uphill approach to the first turn.

"That was a thrilling first lap," Shayne King said during the break between races. "I was bouncing off the other riders all around the track, but I was determined to establish an early lead. I passed and repassed six or seven times with Smets before I finally got away on the long climb. I hoped I could break him if I did it there."

With a five-second advantage before

Smets could follow past Boonen, King was riding easy for a time, but suddenly Smets was on him. "I started making silly little mistakes," King said of his tussle with the fast Belgian. "I opened it up again, but he came again after half an hour. I knew he would try on the fast back stretch, but I was really surprised when he appeared on the inside of the tabletop. I thought I was riding tight! I had to back off to avoid a collision and went for the inside at the turn by the start but the front wheel washed out and he was gone."

On the last lap King would charge again in a final effort to secure the win. "I thought I might be able to slam him at that final turn, but I wasn't quite close enough," he said.

Smets was happy but drained after his first win of the season. "I have been sick for two days and couldn't eat anything until last night," Smets said. "I realized I had a chance when he (King) started making mistakes midrace. Once I was in front I could pull away."

After fairly early passes executed by the leading riders, Boonen was soon going further backward after a rough collision with Husky-mounted Johansson. "I made mistakes in my preparation for this season," a seemingly frustrated Boonen said. "I can win from the holeshot in three weeks but not yet. I should still have had good points but Johansson hit me. He's going to live to regret that."

The Swede from the other Husky team was quickly warned by Varese PR man Martino Bianchi to cool matters. Johansson's version of what happened was this: "I was faster and he (Boonen) was in my way for some time. I saw what I thought was a gap and went for it, but he closed it down. It was too late





See the 1996 Models at these Kawasaki Dealers

Ninja® ZX-7R

Following in the path of class-conquering introductions like the ZX-9R and the more recent ZX-6R, Kawasaki boldly takes control of the 750cc category with the debut of the Ninja® ZX-7R and its exotic, limited production sibling, the Ninja® ZX-7R.

At the heart of this all new pulse-quickener is an engine and chassis that not only offers Kawasaki's unique brand of two-wheel excitement, but does it in a technology-packed manner heretofore unseen in the 750 class. The package of acceleration, handling, and braking offered in the ZX-7R position it as the mount of choice to serious riders for years to come.

Vulcan 1500 Classic

The new Vulcans for 1996 put together everything we all like about the American cruiser motorcycle. They are long, low, and powerful. The engine is the centerpiece. It sparkles with polished aluminum and chrome. The sound is deep and throaty, a muted roar reminding the rider and everyone within hearing that the Vulcan is here. These motorcycles are about attracting attention. They look good, they sound good, and they perform like a motorcycle should: good low end, lots of torque, and great throttle response.



Vulcan™ 800 Classic

If turning onlookers' heads was ever part of the motorcyclist's *raison d'être*, then the exhibitionist lurking in every new or experienced rider will get its day with Kawasaki's introduction of the Vulcan™ 800 Classic. This "looker" follows in the footsteps of last year's Vulcan 800 debut, and shares much of the technology and performance characteristics built into that model.

While the original edition of this four-stroke V-Twin certainly doesn't skimp in the style department, it doesn't offer the same throwback appeal that the Classic embodies. The new entry strives to capture the hard-core cruiser style, yet spikes the experience with an undeniable link to the heritage of American motorcycling.

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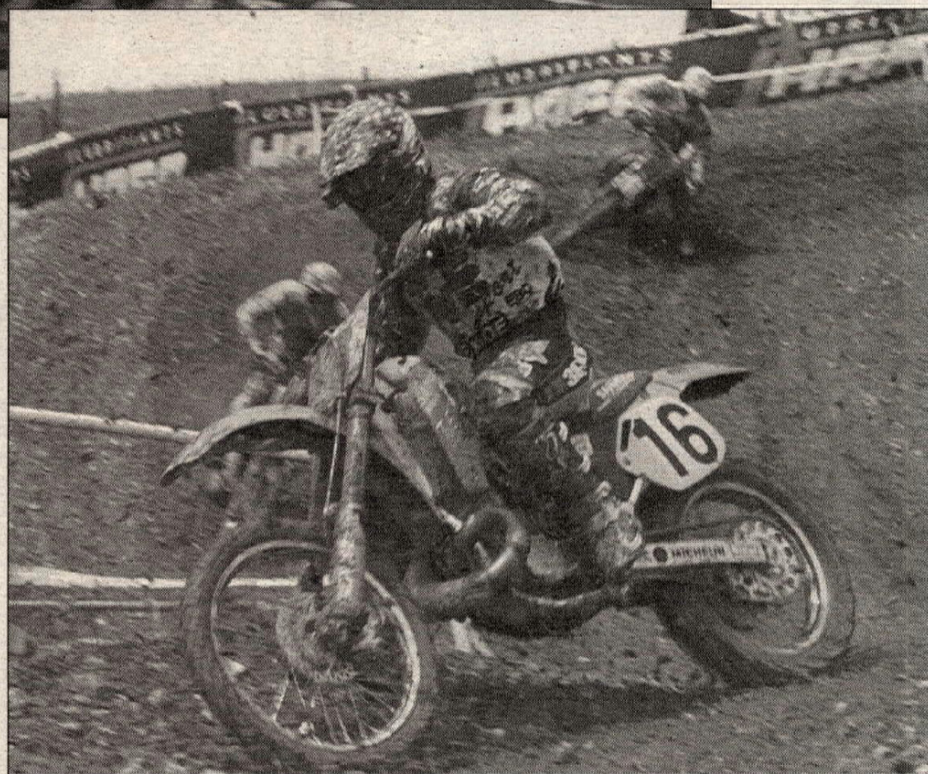
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Kawasaki
Let the good times roll.



(Left) A late pass of Darryll King in the first moto put holeshot man Peter Johansson in third. Johansson was leading the second moto until his engine failed. (Below) Dietmar Lacher finished 6-3 for fourth overall.



The second moto was a battle of attrition and controversy.

Johansson holeshot with Shayne King and Smets right on his tail. They were both soon past the Swede, but he didn't seem to mind too much. "I wasn't bothered," a confident Johansson said. "I didn't want to show them my lines, and I could follow them easily. After Smets crashed, I could see all of the places where I was faster than King and it was no problem to take him back. My lines were so much better that I could pull out four seconds in just one lap."

Confidence or no, with four laps to go Johansson's hopes of a second career GP win were over. "The motor just stopped," he said. "Apparently it was leaking oil for several laps but there had been no power loss at all until then."

Shayne was aware of the problem after Johansson had made a pass on the KTM rider and bided his time. "I smelled the oil as soon as Peter passed me, so I was content to wait," King said. "If his bike had not stopped I could still have attacked again. I still had some reserves and it is not difficult to pass here. I hadn't tried to fight him off when he came past. There was time to come back."

Smets meanwhile was in bigger trouble than he realized. A crash on the third lap pushed him way down in the field and he also stopped at the end of a lap to have his bike straightened. The champion recovered to pass teammate Dirk Geukens, a first-race, first-lap crasher, for fourth place in the closing stages. But then came the anxiety and controversy regarding the midrace stop by the Husaberg rider.

Catherine Leclainche, the contracts manager of a number of riders including Darryll King, protested the champion's stop for assistance outside the official work area, alleging that one of the Husaberg Force team had touched the bike.

"It's not true," claimed mechanic Ludo van der Veken. "Joel did not know where to stop to have his bike checked over. Geukens' mechanic and myself were there quickly and gave advice, but we did not touch the bike. There was nothing which could be done anyway except to readjust the levers and knock the bars into a riding position again. Joel did that himself."

Ireland's Tony Skillington, the FIM's top representative at the race, was the head of the triumvirate who decided against sanctions. "I saw the incident

myself," Skillington said. "The mechanic did touch the bars, but no one except Smets did any work. We decided this did not contravene the spirit of the rule. Madame Leclainche has been notified of her right to appeal to the FIM if she wishes."

Parker rode another sensible race to take his total score for the day to 13. "I said when I came that I would be delighted with 10, so that's a good comeback," Parker said. "I'll be racing top five next month."

French 500cc GP
Plomion, France
Results: May 5, 1996 (Round 3 of 12)

MOTO 1: 1. Joel Smets (Hbg); 2. Shayne King (KTM); 3. Peter Johansson (Hus); 4. Darryll King (Hon); 5. Franco Rossi (KTM); 6. Dietmar Lacher (Hon); 7. Bernd Eckenbach (Kaw); 8. Danny Theybers (Hon); 9. Rupert Walkner (KTM); 10. Trampas Parker (Hon); 11. Jonte Engdahl (Hon); 12. Anders Svensson (Hon); 13. Fredrik Hedman (KTM); 14. Peter Dirx (KTM); 15. Christian Burnham (Hon).

MOTO 2: 1. Shayne King (KTM); 2. Darryll King (Hon); 3. Dietmar Lacher (Hon); 4. Joel Smets (Hbg); 5. Dirk Geukens (Hbg); 6. Jonte Engdahl (Hon); 7. Gert Jan van Doorn (Hon); 8. Rupert Walkner (KTM); 9. Trampas Parker (Hon); 10. James Marsh (KTM); 11. Peter Heilmann (Kaw); 12. Danny Theybers (Hon); 13. Christophe Bertrand (Hon); 14. Christian Burnham (Hon); 15. Jean-Claude Mousse (KTM).

O/A: 1. Shayne King (KTM); 2. Joel Smets (Hbg); 3. Darryll King (Hon); 4. Dietmar Lacher (Hon); 5. Peter Johansson (Hus); 6. Jonte Engdahl (Hon); 7. Rupert Walkner (KTM); 8. Trampas Parker (Hon); 9. Danny Theybers (Hon); 10. Dirk Geukens (Hbg).

WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 3 of 12 rounds): 1. Joel Smets (89); 2. Darryll King (85/1 win); 3. Shayne King (82/2); 4. Rupert Walkner (62); 5. Peter Johansson (62); 6. Dietmar Lacher (58); 7. Gert Jan van Doorn (41); 8. Franco Rossi (38); 9. Dirk Geukens (27); 10. Bernd Eckenbach (26); 11. Danny Theybers (26); 12. Jonte Engdahl (25); 13. Peter Dirx (23); 14. Jacky Martens

(21); 15. Erwin Machtlinger (16); 16. Ronny Weustenraed (14); 17. Mike Healey (13); 18. Trampas Parker (13); 19. Fredrik Hedman (11); 20. Attilio Pignotti (10).

Upcoming Rounds:
Round 4 - Arganil, Portugal, May 12
Round 5 - Sverepec, Slovakia, June 2

World Championship 250cc MX Series
Round 5: Italian GP

Hat trick for Bervoets

MANTOVA, ITALY, MAY 5

Marnicq Bervoets completed his hat-trick of successive GP wins in the world 250cc MX series at Mantova in northern Italy to extend his lead in the standings to 29 points.

The Belgian Suzuki leader was completely dominant, escaping from a four-rider train of Stefan Everts, Yves Demaria, Tallon Vohland and Frederic Bolley to win race one by five seconds before charging from an initial 10th to win the second race with ease.

Defending champion Everts was again second to tie American challenger Vohland in the standings. The Kawasaki team leader from Northern California had been expected to raise his challenge on the artificial track, but a hand injury during Saturday's qualification forced him to ride a defensive race to restrict his losses.

able to race the international there in October as I have Italian championship commitments."

Mike Healey should return in Slovakia. "He's riding in California but is exhausted after 15 minutes," explained team boss Graham Kent. "Mike will fly back to Europe next week but we will go practicing in Belgium rather than to Portugal." An American chiropractor has now established Healey's injuries as not only three broken ribs, one of which punctured the left lung, but also cervical whiplash. The American had hoped to get a motor with a KTC exhaust-valve system, identical to that used by Shayne King to aid him out of the starting gate, but the idea was nixed by factory engineer Sepp Hollbacher. "There are only four motors and they are all for King," said Hollbacher.

Jacky Martens made a brave attempt to qualify despite the discomfort of a broken middle finger in his right hand, incurred in Austria. Although fast in a straight line he was severely handicapped on the tight, cambered turns and missed the race by three positions.

Sandro Puzar is now racing a 250cc Honda prepared by Corrado Maddii, the man for whom he rode last year and who this year is supporting Trampas Parker. "Sandro was not happy with the setup of his bike," said Maddii. "I have worked on the motor and suspension and went to Poland with him two weeks ago, and he is happier now. He is, however, still racing for the Becchis Pepsi team."

The Plomion organizers had their own **champagne** for both the winners and the public. They made a deal with a local manufacturer to produce bottles with a label celebrating the race. The special champagne was on sale at 120 French francs a bottle, approximately \$25 at current exchange rates.

The **injury list** grew in France. Jochen Jasin-ski failed to appear after damaging the breastbone in a car accident the previous weekend. Ronny Weustenraed broke a hand, Attilio Pignotti looked like a Mike Tyson opponent after taking a rock above the right eye, and Emanuele Giovannelli broke his right collarbone. The only hospital visitor, Anders Svensson, was carried off the track on a stretcher after a heavy blow to the chest and later released after observation.

Briefly...

Trampas Parker was back on the GP trail in France after his serious back injury on March 5 in which the native Louisianian damaged three vertebrae. "I was quite relieved to qualify 15th," Parker said. "I was 42 days with my upper body in a cast and I shouldn't be riding for another 30 days and I have pain in the muscles near the base of my spine. I'm losing all my time on the big jumps because I am consciously jumping them cautiously. I just want to take a look at the opposition here and in Portugal, and hope that I will be able to make top five in Slovakia. I only rode two days before I came here. That was a local race in Italy last weekend. I finished eighth there, about two minutes down on 250 GP rider Andrea Bartolini."

After riding for KTM in the past, **Parker** now rides a Honda. His CR500 is basically standard, although the motor has been tuned by **Corrado Maddii** and Showa factory forks are fitted. Parker explained his switch to Honda as a somewhat reluctant one. "I wanted to stay KTM, but Corrado and I wanted to work directly with the factory and (Italian importer) Farioli blocked it," Parker said.

One last note on **Parker** - the American confirmed that he will race again next year: "The title is no longer possible this year but I hope I can win some races for my sponsors. I hear that Farleigh Castle in England is on the schedule in 1997. It's always been my dream to race there. It's the ultimate natural track. If I can win the 500 title and Farleigh in the same year that would be fantastic. Unfortunately I won't be

Vohland did well to finish 4-6 and the 250cc GP circus now has a four-week break before the Scandinavian rounds of the series. **CN**

Italian 250cc Grand Prix Mantova, Italy

Results: May 5, 1996 (Round 5 of 13)

MOTO 1: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Hon); 3. Yves Demaria (Yam); 4. Tallon Vohland (Kaw); 5. Frederic Bolley (Kaw); 6. Andrea Bartolini (Yam); 7. Sandro Puzar (Hon); 8. Jocke Karlsson (Hon); 9. Peter Iven (Kaw); 10. Werner Dewit (Suz); 11. Rob Herring (Hon); 12. Kurt Nicoll (KTM); 13. Chicco Chiodi (Yam); 14. Paul Cooper (Kaw); 15. Jaimy Scevenels (Hon).

MOTO 2: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Hon); 3. Chicco Chiodi (Yam); 4. Andrea Bartolini (Yam); 5. Sandro Puzar (Hon); 6. Tallon Vohland (Kaw); 7. Frederic Bolley (Kaw); 8. Pit Beirer (Hon); 9. Jocke Karlsson (Hon); 10. Paul Cooper (Kaw); 11. Pedro Tragter (Suz); 12. Rudi Van Leeuwen (Yam); 13. Leon Giesbers (KTM); 14. Thierry Bethys (Hon); 15. Jaimy Scevenels (Hon).

O/A: 1. Marnicq Bervoets (Suz); 2. Stefan Everts (Hon); 3. Andrea Bartolini (Yam); 4. Tallon Vohland (Kaw); 5. Sandro Puzar (Hon); 6. Frederic Bolley (Kaw); 7. Chicco Chiodi (Yam); 8. Yves Demaria (Yam); 9. Jocke Karlsson (Hon); 10. Pit Beirer (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 5 of 13 rounds): 1. Marnicq Bervoets (172/3 wins); 2. Stefan Everts (143/2); 3. Tallon Vohland (143); 4. Pit Beirer (104); 5. Frederic Bolley (89); 6. Andrea Bartolini (84); 7. Werner Dewit (77); 8. Jocke Karlsson (75); 9. Yves Demaria (70); 10. Chicco Chiodi (61); 11. Pedro Tragter (61); 12. Sandro Puzar (51); 13. Peter Iven (41); 14. Rob Herring (28); 15. Kurt Nicoll (23); 16. Remy van Rees (22); 17. Leon Giesbers (14); 18. Jaimy Scevenels (14); 19. Paul Cooper (9); 20. Miska Aaltonen (9).

Upcoming Rounds:

Round 6 - Tibro, Sweden, June 2

Round 7 - Heinola, Finland, June 16

World Championship 125cc MX Series Round 3: Spanish GP

Tortelli on top

BELLPUIG, SPAIN, MAY 5

Sebastien Tortelli completed his recovery from an ill-favored opening GP by moving to the head of the world 125cc MX standings with his second win of the campaign at round three, held on a sun-baked track at Bellpuig in northern Spain.

The 17-year-old Kawasaki rider led a French 1-2-3 in the first moto, but lost a photo finish with Yamaha-mounted compatriot Frederic Vialle in race two.

Arizona's Bob Moore returned to the GP scene with a fourth place in the first moto, but quit race two early. The 1994 champion was riding against doctor's advice after it was discovered that his hand had not been plated correctly after the break. **CN**

Spanish 125cc GP

Bellpuig, Spain

Results: May 5, 1996 (Round 3 of 12)

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Mickael Maschio (Hon); 3. Frederic Vialle (Yam); 4. Bob Moore (Yam); 5. Paul Malin (Yam); 6. Collin Dugmore (Hon); 7. Stephane Roncada (Hon); 8. Andi Kanstinger (Hon); 9. Abel Hernandez (Kaw); 10. David Vuillemin (Kaw); 11. Philippe Dupasquier (Kaw); 12. David Aviles (Kaw); 13. Erik Eggers (Hon); 14. Michele Fanton (Kaw); 15. Xavier Colomer (Suz).

MOTO 2: 1. Frederic Vialle (Yam); 2. Sebastien Tortelli (Kaw); 3. Philippe Dupasquier (Kaw); 4. Paul Malin (Yam); 5. Xavier Colomer (Suz); 6. Collin Dugmore (Hon); 7. Mauro Dal Lago (Hon); 8. Michele Fanton (Kaw); 9. David Vuillemin (Kaw); 10. Alejandro Perez (Suz); 11. Luigi Seguy (Kaw); 12. Mickael Maschio (Hon); 13. Simone Girolami (Hon); 14. Aaron Hernandez (Kaw); 15. Stephane Roncada (Hon).

O/A: 1. Sebastien Tortelli (Kaw); 2. Frederic Vialle (Yam); 3. Paul Malin (Yam); 4. Mickael Maschio (Hon); 5. Philippe Dupasquier (Kaw); 6. Collin Dugmore (Hon); 7. Bob Moore (Yam); 8. David Vuillemin (Kaw); 9. Xavier Colomer (Suz); 10. Stephane Roncada (Hon).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 3 of 12 rounds): 1. Sebastien Tortelli (85/2 wins); 2. Frederic Vialle (76); 3. Mickael Maschio (76); 4. Paul Malin (55); 5. Michele Fanton (41); 6. Philippe Dupasquier (41); 7. Massimo Bartolini (40/1); 8. Luigi Seguy (40); 9. Brian Kjaer Jurgensen (38); 10. Collin Dugmore (38); 11. Stephane Roncada (29); 12. Claudio Federici (26); 13. Alex Belometti (26); 14. Mauro Dal Lago (21); 15. David Vuillemin (21); 16. Andi Kanstinger (19); 17. Xavier Colomer (16); 18. Bob Moore (13); 19. Marco Stallmann (12); 20. Simone Girolami (10).

Upcoming Rounds:

Round 4 - Lichtenvoorde, Holland, May 12

Round 5 - Kaposvar, Hungary, May 19

Superiority.

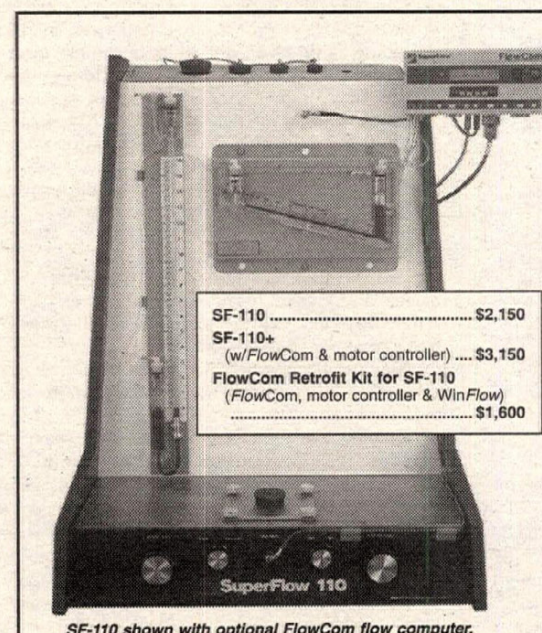
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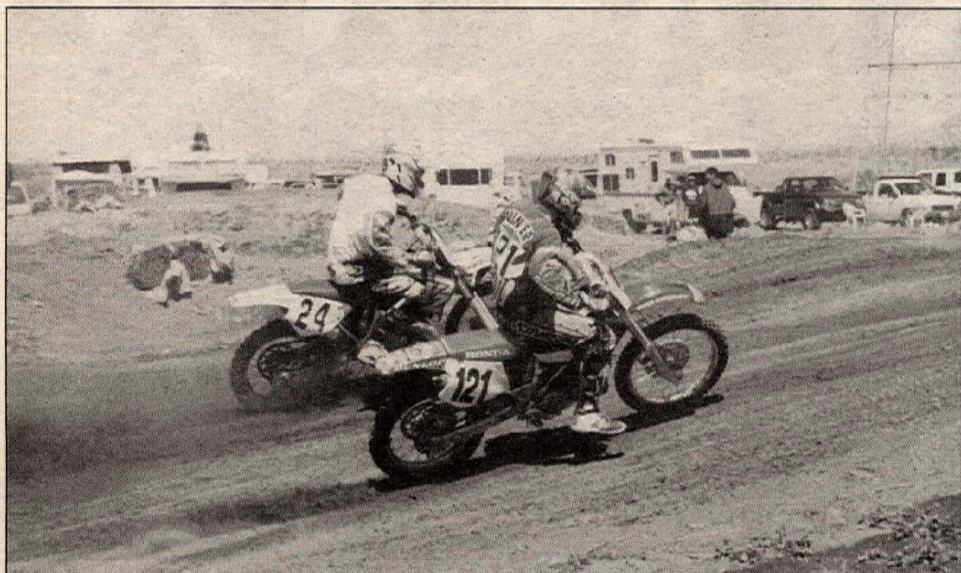
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EVENTS

Edited by Scott Rousseau



Wild West MX keeps growing

By Mark Hopkins

OGDEN, UT, APR. 27-28

A record breaking 827 riders participated in the opening round of the Bridgestone Tires/MSR/Tucker-Rocky/Answer/KBC Wild West Nationals at Hot Springs Raceway.

This four-state series continues to grow, and with the addition of Yamaha and Suzuki contingency money this year, it attracted riders from six western states. Hot Springs Raceway will also host the second round before the series heads to Elko, Nevada, for round three.

"This is a fun track with a great view of the Rocky Mountains," California-based Mike Chamberlain said. "But living at sea level, I definitely need time to adjust to the altitude."

The 250cc Pro class was first up on Sunday with Yamaha riders Chad Wallwork and Larry Jackson sharing the holeshot down the long start straight followed by Honda rider Marlo Painter. But it was Wallwork and Painter emerging 1-2 after the three-doubles following the first turn. Painter set up Wallwork by getting a better drive down the inside of the whoop section and block-passed Wallwork in the following right hander.

Jackson passed Wallwork for second at the beginning of the second lap. Jackson then used a unique line through an ess-turn a few laps later to pass Painter and move into the lead. Jackson and Painter traded paint for the next lap before a bobble by Jackson let Painter back into first. Painter held the lead for the remaining two laps with only a bike length separating the two riders.

Jackson pulled a clean holeshot in the second 250cc Pro moto and quickly put some distance between himself and the three-way battle for second between Wallwork, DeMars, and Yamaha rider Dustin Headman. First-moto winner Marlo Painter was out with a broken collarbone from the first 125cc Pro Moto. Headman left the throttle pinned through the rockers, passing DeMars and almost getting Wallwork in the process. Wallwork still held onto second with Headman glued to his rear fender in third. Headman's hard charge ended when the pain from a moto-one shoulder injury forced him to back down and circulate to the finish. This left Wallwork to defend second over a hard-charging DeMars with both of them five seconds behind Jackson. Moto two ended with Jackson out front followed by Wallwork, DeMars and Sam Mortensen.

Results

Saturday

50 (0-6): 1. Braden Buttefield; 2. Eric Barlow; 3. Travis Leavitt; 4. Justin Johnson; 5. Jace Zeeman.
50 (7-8): 1. Beni Williams; 2. Jake Weimer; 3. Nicholas Last; 4. Cody Snow; 5. Nick Nelson.
60: 1. Tyson Hernandez; 2. Chad Nelson; 3. Nicholas Last; 4. Jarrod Lafferty; 5. Nikki Brown.
80 BEG: 1. Carl Sundstrom; 2. Tyson Land; 3. David Gines; 4. Austin Snow; 5. Daniel Woodward.
80 (12-15) BEG: 1. Brad Thornburg; 2. Brandon Barnes; 3. Steve Prince; 4. Josh Clifton; 5. Tim Symes.
80 INT: 1. Daryl Agar; 2. Jimmy Nelson; 3. Tyler Barney.
125 BEG: 1. Randy Bleggi; 2. Matt Gaver; 3. Roger Burgett; 4. Chris Cook; 5. Robert Refiner.
125 JR: 1. Jason Panzer; 2. Corey Smith; 3. Jeff Kretschmer; 4. Brett Barney; 5. Dolan Phelps.
125 INT: 1. Larry Leavitt; 2. Jake Coribbon; 3. Ty Carson; 4. Jesse Lund; 5. Josh Borges.
125 PRO: 1. Mike Chamberlain; 2. Marlo Painter; 3. Kipp Posey; 4. Ryan Ragland; 5. Robb Floth.
250 PRO: 1. Ryan Ogden; 2. Lloyd Beck; 3. Russell Pierce; 4. Mathew Warren; 5. Rex Keller.
250 JR: 1. Brett Barney; 2. Jason Panzer; 3. Justin Dopf; 4. Brian Allen; 5. Ryan Coats.
250 INT: 1. Larry Leavitt; 2. Jesse Lund; 3. Cole Wallwork; 4. Kris Papworth; 5. Mitch Cypers.
250 PRO: 1. Marlo Painter; 2. Larry Jackson; 3. Kipp Posey; 4. Chad Wallwork; 5. Sam Mortensen.
25+ JR: 1. Arnie Alba; 2. Rick Lineman; 3. Chad Blechert.



25+ INT: 1. Mark Buhler; 2. Bradley Simcox; 3. Gerald Wernier.
30+ JR: 1. Seth Butterfield; 2. Tom Shivers; 3. Sil Jeppson; 4. Rick Jolley; 5. Ken Jensen.
30+ INT: 1. Rodney Reynolds; 2. Chris Dorst; 3. Ben Williams.
30+ PRO: 1. Brad Bolton; 2. Mike Birdsley.
40+ JR: 1. Joe Pratt.

Sunday

50 (0-6): 1. Justin Johnson; 2. Nathan Last; 3. Braden Buttefield; 4. Eric Barlow; 5. Jeff Burgess.
50 (7-8): 1. Beni Williams; 2. Jake Weimer; 3. Nicholas Last; 4. Nick Nelson; 5. Cody Jennings.
60: 1. Chad Nelson; 2. Benni Williams; 3. Tyson Hernandez.
80 BEG: 1. David Gines; 2. Daniel Woodward; 3. Jason Engle; 4. Austin Snow; 5. Casey Lane.
80 (12-15) BEG: 1. Brad Thornburg; 2. Brandon Barnes; 3. Chauncy Call; 4. Shane Snow; 5. Luke Evans.
80 (8-11) JR: 1. Richie Kaumo; 2. Todd Pratt; 3. Brandon Johnson.
80 INT: 1. Daryl Agar; 2. Aaron Montross; 3. Tyler Barney.
125 BEG: 1. Chris Cook; 2. Roger Burgett; 3. Jon Jaspersen; 4. Lance Tucker; 5. Brent Santa.
125 JR: 1. Jim Kuntz; 2. Skyler Harris; 3. Josh Lentz; 4. Jason Panzer; 5. Zack Evans.
125 INT: 1. Danny Smith; 2. Josh Borges; 3. Jesse Lund; 4. Ty Carson; 5. Larry Leavitt.
125 PRO: 1. Mike Chamberlain; 2. Jeremy Diehl; 3. Chad Wallwork; 4. Bob DeMars; 5. Jason Rich.
250 BEG: 1. Ryan Ogden; 2. Jon Smith; 3. Brett Larson; 4. Troy Thompson; 5. Jeff Wootton.
250 JR: 1. Brett Barney; 2. Joel McKinney; 3. Joe Horner; 4. Wes MacMillan; 5. Brendan Murphy.
250 INT: 1. Josh Borges; 2. Jesse Lund; 3. Mitch Cypers; 4. Ty Carson; 5. Cole Wallwork.
250 PRO: 1. Larry Jackson; 2. Chad Wallwork; 3. Bob DeMars; 4. Kipp Posey.
25+ JR: 1. Brendan Murphy; 2. Arnie Alba; 3. Rick Lineman.
25+ INT: 1. Don Simons; 2. Dennis Simons.
25+ PRO: 1. Brad Bolton; 2. Brett Hutchings; 3. Kenny Reuch.
30+ JR: 1. Tom Shivers; 2. Dean Feltenbarger; 3. Seth Butterfield; 4. Rick Jolley.
30+ INT: 1. Rodney Reynolds; 2. Scott Mecham; 3. Ben Williams.
30+ PRO: 1. Brad Bolton; 2. Tracy Hill.
40+ JR: 1. Scott Raymes.

Conner and Shepard take Team HS Championship

By David L. Patton Jr.

ATHENS, OH, APR. 20-21

Sport Cycles Racing teammates Duane Conner and Tim Shepard overcame a treacherous course and an outstanding field of woods riders to win the 1995 Team Hare Scramble Championship of the World.



(Above left) Larry Jackson (24) dices with Marlo Painter (121) in the 250cc Pro class during the Wild West Nationals at Hot Springs Raceway. Jackson took the 250cc Pro win on Sunday.

(Left) Tim Shepard splashes through a stream crossing on his way to winning the Team Hare Scrambles Championship with teammate Duane Conner.

(Above) Cody Starek took home the overall Amateur trophy at the Rim Bender CC in Texas.

250: 1. Jeff Anderson/Robbie Jenks; 2. Bryan Wallace/Jamie Thompson; 3. Jeff Hupp/William Kaepner; 4. Shawn Belville/Jeremy Jarvis; 5. Doug Gifford/Mark Gillum.

OPEN: 1. Daniel Bryan/Bradley Sells; 2. Martin Kehineier/Wayne Perdue; 3. Mike Graney/Mike Matoszkia; 4. Tim Seymour/David Poling; 5. Jeff Copas/Randy Oakes/Robert Knau.

AM L/W: 1. Ricki McAtee/Michael Hafer; 2. Keith Vermilion/Craig Davis; 3. Charlie Paskins/Jamie Smith; 4. Jacob Matthews/Patrick Staley; 5. John Hammond/Aaron Darst.

AM L/W: 1. Mark Abdella/Jason Jarvis; 2. Eric Robson/Mark Kinnison; 3. David Foggin/Michael Foggin; 4. Ron Wend/Scott Joyce; 5. Rick Mace/Mark Talbott.

VET: 1. Wally Wilson/Jim Robson; 2. Gallie Ward/Tom Parfitt; 3. Dorrell Hardin/Steve Hardin; 4. Roger Nichols/Steve Gifford; 5. Mark Safreed/Bill Allen.

4-STRK: 1. Barry Barnes/Rodney Judson; 2. Richard Lanning/Jeff Corra; 3. Thomas Gaitten/William Walters; 4. Jurgen Robson/Cecil Rose; 5. Jeff Paul/Noah Akers.

FTHR/SON: 1. Gary Spencer/Terry Spencer; 2. Scott Meeks/Greg Meeks; 3. Bradley Smith/Ron Smith; 4. Patrick O'Neil/Homer O'Neil; 5. Jim Miller/William Miller.

Benton hammers Rim Bender Cross Country

By Darryl Smith

MONTAGUE, TX, APR. 21

Round five of the Texas Cross Country series returned to the Whitaker ranch near Montague where Irving Yamaha/Team Practice Racing's Gary Benton dominated the AA Expert class.

The start was held in a deep sandy field with a quick left-hander followed by a jump. Benton continued his dominance of the start by rounding the first turn in front of the other 11 AA riders. Benton and Tom Robinson had lined up way to the inside in more solid ground and it made the difference as the two swept into the lead. Robinson edged by Benton twice in the first two straights, but that was the only time Benton would be challenged.

The Rim Bender course gets its name from being brutally fast and rough, but you could tell Benton was having fun as he tripled through whoop sections and stretched out a two-minute lead before he had to pit. At the end of the five 10-mile loops, Benton took the checkers three minutes ahead of Robinson, who rode alone in second while David Culpepper earned third one minute behind Robinson.

The 30+ Expert race and overall win were decided by a little bad luck. Dana Wright got the jump at the start while David Koontz worked up from back of the pack. For three laps they were never more than a few seconds apart. Koontz made a pass on lap three but Wright blew back by him immediately. Koontz began to fade late in the race, still suffering from the effects of a sore wrist from a crash at the previous round.

Wright enjoyed a 30-second lead heading into the final lap, but that ended two miles from the finish line when his Suzuki RMX ran out of gas. A surprised Koontz rode by as Wright was refueling. The class win and Overall Expert honors were handed to Koontz while Wright got his bike started in time to hold onto second.

Scott Plessinger blasted into the lead after the Grand Prix style dead-engine start. Plessinger would be the fastest rider all day and he ended lap one with a 30-second lead. Gene O'Neil and Duane Conner were all hooked up in a battle for second position.

On the third lap Plessinger came around with Blackwell right behind him. O'Neil had dropped back from second to fourth behind Conner. Everyone but Blackwell pitted for a rider switch, and he opened up a two-minute lead over the field. Plessinger handed off to Dale Yauger. Tim Shepard took over for Conner and he and Gary Roach fought over. Blackwell pitted and handed off to Terry Cunningham.

Roach and Shepard cut into Cunningham's lead and it was down to 50 seconds by the next round of pit stops. Shortly after the rider switches, Gene O'Neil's luck went sour. "I got a piece of barbed wire caught in my rear wheel, then I got going again and I got stuck in the big mud hole," said the Classic Cycle/Pro-Action-sponsored rider.

Blackwell had opened up his lead over Conner until the mud hole. "I got stuck in the mud hole and as soon as I got out, I got stuck again," Blackwell said. "Duane was stuck right beside me, and he got going before I could get out."

Terry Cunningham took the lead with about a half hour to go, but he couldn't hold off Conner. Conner took a 10-second lead going past the barrels and gained 10 more seconds when Cunningham pitted. With two laps to go, Blackwell had to make up a 20-second deficit.

Blackwell chopped Conner's lead in half after a lap and was within striking distance at the white flag.

Conner took the checkered flag by 5 seconds over Blackwell. Roach edged out Yauger for third.

Results

MINI JR: 1. D.R. Atwood/Joshua Gaitten; 2. Derek Collins/Philip Kinnison; 3. Justin Aichele/Tyler Grubb; 4. Tyler Jarvis/Tydis Jarvis.

MINI SR: 1. Charlie Paskins/Brandon Shriner; 2. Joe Webb/Crystal Williamson; 3. Don Dawley/Jerod Deehl.
PRO: 1. Tim Shepard/Duane Conner; 2. Doug Blackwell/Terry Cunningham; 3. Gary Roach/Gene O'Neil; 4. Dale Yauger/Scott Plessinger; 5. Daryl Conner/Jeff Lauth.

L/W: 1. Jeremy Berwanger/Heath Bennett; 2. Mark Mohler/Shawn Halley; 3. Paul Chaney/Neil Bague.

In the 125cc Amateur class, Joe Wes Everheart took the holeshot on his Yamaha and led the first half of the race and was never challenged. Ron Daniel went past as Everheart pitted and led until the last lap. Everheart came up on Daniel, and he kindly moved over. Everheart went to take the class win while Daniel dropped out of the top five with mechanical problems. Jacob Cozby and Cody Bob Dean filled the other two spots on the podium but were three minutes off the leader's pace.

Results

PRO: 1. Clay Hoenshell (Suz); 2. Dean Lane (KTM); 3. Donnie McMillon (KTM); 4. Erik Nielsen (Suz); 5. Brian Storrer (Kaw).

AA EX 250+: 1. Gary Benton (Yam); 2. Tom Robinson (Suz); 3. David Culppepper (Yam); 4. Eric Hess (Hus); 5. Tom Ehmke (Yam).

AA EX 200: 1. Joey Houghton (Hon); 2. Eric Hillhouse (Kaw); 3. John Giacometto (Hon); 4. Glen Boyett (Yam); 5. Tod Myers (Yam).

OPEN EX: 1. Todd Slavik (KTM); 2. Barry Calloway (Kaw); 3. Shannon Butler (Hon); 4. Todd Gleaves (KTM); 5. Bill Wright (Hon).

250 EX: 1. Danny Elmore (Kaw); 2. Vernon Davidson (Suz); 3. Kenny Vowell (Suz); 4. James Venator (Kaw); 5. Brent Shaw (Yam).

200 EX: 1. Timothy Gillis (Kaw); 2. Barry Stanley (Kaw); 3. Lance Crawford (Kaw); 4. Mark Wall (Yam).

125 EX: 1. Jeremy Butler (Hon); 2. Aaron Gay (Hon); 3. Mark Weeks (Yam); 4. Scott Sims (Kaw); 5. Brian Barnes (Yam).

EX (30+): 1. David Koontz (Yam); 2. Dana Wright (Suz); 3. Mike Sullivan (Kaw); 4. Steve Reavis (Yam); 5. Sam Baker (Hon).

EX (38+): 1. Andrew Cooksey (Kaw); 2. Louis Blackwell (Hon); 3. David McKelvey (Kaw); 4. Don Fitzsimmons (Hon); 5. Mark Pace (Hus).

EX (45+): 1. Loyd Morgan (Suz); 2. Gene Pannell (Yam); 3. Ronald Mullen (Hon); 4. Mike Daniel (KTM); 5. Freddie Dejarneatt (Yam).

EX (50+): 1. Bill Fleming (Suz); 2. Dave Burnap (Kaw); 3. Tim Anstice (Suz); 4. Hazen Smith (Hon); 5. Dwight Leatherwood (KTM).

250 INT: 1. Todd Hutson (Kaw); 2. Clint McBride (Kaw); 3. Brian Fisher (Kaw); 4. Kevin Beard (Yam); 5. Will Pattison (Kaw).

125 INT: 1. Jason Baber (Yam); 2. David Burkam (Yam); 3. Dwayne Gensler (Yam); 4. Paul Kell (Kaw); 5. Kevin Beard (Yam).

INT (30+): 1. John Davis (Kaw); 2. Mike Leffew (Yam); 3. Doug Dixon (Kaw); 4. Marty Cathey (Yam); 5. Gregg Royer (Suz).

INT (38+): 1. Mark McDonald (Kaw); 2. Glenn Barajas (Suz); 3. Duane Horton (Yam); 4. Rick Hinton (Hon); 5. Hank Weishuhn (KTM).

INT (45+): 1. Gene Ficker (Suz); 2. Kerry Foster (Kaw); 3. David Nielson (Yam); 4. John Miera (Hon); 5. Charlie Robinson (KTM).

4-STRK EX: 1. Jeff Solinger (Hon); 2. Darin Shirley (Hon); 3. Gerald Boll (Hon); 4. Dale Shields (Hon); 5. David Lucas (Hon).

OPEN AM: 1. Russell Horn (Kaw); 2. Tripp Glenn (Hus); 3. Todd Hamel (Hus); 4. Mark Solinger (KTM); 5. Scott Butler (Kaw).

250 AM: 1. Cody Starek (Kaw); 2. Danny Souder (Yam); 3. Clinton King (Kaw); 4. Rick Hacic (Yam); 5. Robert Wilson (Hon).

200 AM: 1. John Bryant (Kaw); 2. Matt Panter (Kaw); 3. Mark Cloud (Kaw); 4. Glen Pinion (Kaw); 5. Don Heierman (Kaw).

125 AM: 1. Joe Wes Everheart (Yam); 2. Jacob Cozby (Hon); 3. Cody Bob Dean (Kaw); 4. Luke Johns (Suz); 5. Deb Shiller (Hon).

AM (30+): 1. Joey Marcom (Yam); 2. Glen Eiland (Yam); 3. Kenny Adams (KTM); 4. Kevin Lewellen (Kaw); 5. Kevin House (Kaw).

AM (38+): 1. Mike Ratcliff (Hon); 2. Mark Bergman (Suz); 3. Steve Butler (Hon); 4. Sonny Jones (Suz); 5. Richard Riggs (Yam).

AM (45+): 1. John West (Hon); 2. John Johanson (Suz); 3. David Lucas Sr. (Kaw); 4. John Petton (Kaw); 5. Rick Langford (Yam).

AM (50+): 1. Gary Ratliff (Hon); 2. Grady Burch (KTM); 3. Kathy Nielsen (Kaw); 4. Skip Gove (Yam); 5. Ralph Jones (Kaw).

4-STRK AM: 1. Steve Turner (Hon); 2. Doug Shirley (Hon); 3. Jeff Gunter (Hon); 4. Thomas Holcombe (Kaw); 5. Steve Channell (Hon).

WMN EX: 1. Bethany Jacobs (Kaw); 2. Shelly Dixon (Kaw); 3. Serina Dejarneatt (Yam); 4. Gayle Culppepper (Yam); 5. Cathy Craig (Hon).

WMN AM: 1. Amber Henson (Hon); 2. Julie Shields (Hon); 3. Jamie Cathey (Hon); 4. Linda Mitchell (Kaw); 5. Sylvia Langford (Yam).

MINI EX: 1. Bryan Miller (Hon); 2. Chris Abbott (Yam); 3. J.D. Everheart (Yam).

MINI AM: 1. Geoff Speed (Suz); 2. Tyler Rawlings (Kaw); 3. Clay Leaverton (Hon); 4. Mark Blackwell (Hon); 5. Matthew Doughty (Kaw).

Jackson shines at Marion County Motocross

By Kyle Myers

REDDICK, FL, APR. 21

Over 250 riders competed in the seventh round of the Sunshine State Championship Series held at Motocross of Marion County, where Justin Jackson posted a 1-1 tally to easily win the 15- to 24-year-old division.

In the first moto Jackson led the 19-rider field into turn one with Mike Bragg and Travis Willis following. Jackson quickly pulled away for a huge lead over the rest of the pack. Meanwhile Ray Hansen and Clint Shealy were battling for the runner-up position after passing Bragg and Willis. Jackson flew across the finish line with a 15-second advantage over Hansen and Shealy.

Jackson picked up where he left off in the first moto with Bragg, Willis and Shealy giving chase. Willis moved by Bragg on the opening circuit as Jackson disappeared from his rivals. Dan Newberry was on the move after a midpack start and sailed by Bragg on the double and closed in on Willis. With one lap to go Jackson whipped his machine sideways over the jumps as Newberry slipped by Willis in the last corner. Jackson cruised across the finish line to take the overall win on the day with Newberry and Willis trailing behind. Shealy and Jeremy Shuttlesworth rounded out the top five places.

In other race action Jarrett Tipping won both

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5th - Mike Smith, Muzzy Kawasaki

600 SUPERSPORT: 1st - Mike Smith, Muzzy Kawasaki

3rd - Thomas Stevens, Team Kinko's

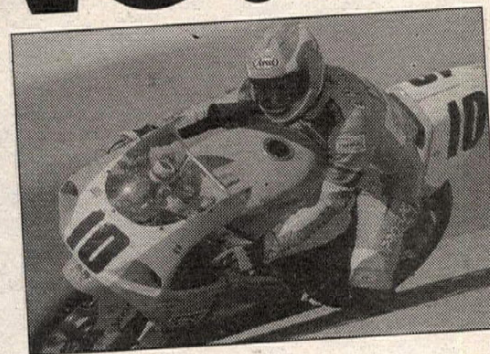
4th - Jason Pridmore, Team Kinko's



Mike Smith



Jeff Emig



Doug Chandler

AMA Supercross Series, St. Louis

250cc: 1st - Jeff Emig, Team Kawasaki



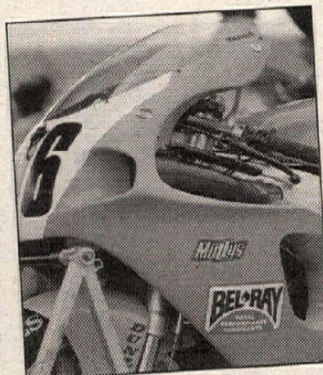
Randy Hawkins

AMA National Enduro Series, Wellston, OH
1st - Randy Hawkins, Team Suzuki Off-Road
2nd - Steve Hatch, Team Suzuki Off-Road

Grand National Cross Country Series, Clarksburg, WV
1st - Steve Hatch, Team Suzuki Off-Road

3rd - Rodney Smith, Team Suzuki Off-Road

4th - Randy Hawkins, Team Suzuki Off-Road



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EVENTS



motos in the Open class over Ronnie Renner, Todd Gardner, Joe DaCosta and Jeff Cernic. Gardner led the first race for two laps before Tipping slipped by to take the lead. Gardner then fell as Renner motored by. Positions would stay the same until the finish. In race two Tipping led wire-to-wire as Renner ran in the second spot the whole race. The real battle was for third between DaCosta and Cernic. Both riders traded frame paint in every turn, but DaCosta held Cernic at bay to finish about a wheel ahead.

Results

P/W (4-6): 1. Dean Dyess; 2. Kyle Keylon; 3. T.J. Rhonelli; 4. Cody Thompson; 5. Bob Charkibors.
P/W (7-9): 1. Kyle Chisholm; 2. Davi Millsaps; 3. Jeff Lucido; 4. Cody Nerf; 5. Dan Weyer.
P/W (MOD): 1. Davi Millsaps; 2. Kyle Chisolm; 3. Jim Keys; 4. Dean Dyess; 5. Tony Rhonelli.
60 (5-8): 1. Kyle Chisolm; 2. Jim Keys; 3. Phil Hewett; 4. Jeff Lucido; 5. Trey Thompson.
60 (9-11): 1. Davi Millsaps; 2. Dale Kump; 3. Zack Lundy; 4. Levi Sammons; 5. Forrest Smith.
80 BEG: 1. Brett Pace; 2. Dan Jones; 3. J.R. Brewer; 4. Phil Hewett; 5. Rick Bryant.
80 (7-11): 1. Barrett Smith; 2. Jeff Moore; 3. Dustin Lynn; 4. Quinton Bigalow; 5. Brad Bernier.
80 (12-15): 1. Tyson Hadsell; 2. Troy Adams; 3. J.B. Ballard; 4. Ryan Davis; 5. Paul Perebijnos.
S/MINI: 1. J.B. Ballard; 2. Tyson Hadsell; 3. Paul Perebijnos; 4. Troy Adams; 5. Jesse Adams.
125 BEG: 1. Tom Wosyuk; 2. Tyler Laird; 3. Brian Babernite; 4. Zac Salser; 5. Dave Snode.
125 C: 1. Clint Shealy; 2. Brian Cruz; 3. Jim Prevatte; 4. Chris Lopez; 5. Doug Wright.
125 B: 1. Ron Renner; 2. Marcus Pederio; 3. Ray Hansen; 4. Kyle Myers; 5. Jeremy Shuttleworth.
250 BEG: 1. Shane Roberts; 2. Scott Leggett; 3. Alvin Moore; 4. Stewart Smith; 5. Rick Burling.
250 C: 1. Sean Howard; 2. Mark Bazinet; 3. Kevin Gauette; 4. Doug Wright; 5. Mike Delano.
250 B: 1. Jeff Reynolds; 2. Marcus Pederio; 3. Dan Newberry; 4. Travis Willis; 5. Mike Bragg.
OPEN: 1. Jarrett Tipping; 2. Ron Renner; 3. Todd Gardner; 4. Joe DaCosta; 5. Jeff Cernic.
15-24: 1. Justin Jackson; 2. Clint Shealy; 3. Dan Newberry; 4. Travis Willis; 5. Ray Hansen.
25+: 1. Jeff Reynolds; 2. Billy Woods; 3. Tim Eggers; 4. Mike Santana; 5. Mike Delano.
30+: 1. Bryan Friday; 2. Andrew Justice; 3. Tim Eggers; 4. Steve Dye; 5. Mark Bazinet.
35+: 1. Dell Miller; 2. Ken Adams; 3. Andrew Justice; 4. Lenard Leggett; 5. Tom Bragg.
40+: 1. Greg Bobka; 2. Dan Davis; 3. Tom Bragg; 4. Tom Fogg; 5. Dennis Rokosky.
50+: 1. Al Gardner; 2. Tom Nicholson; 3. Will Roberts.
WMN: 1. Brianna Millsaps; 2. Lauren O'Brien.

Bluegrass Motocross debut a success

By Joe Trotter

CLAY CITY, KY, APR. 27-28

When Gerry Yeiser decided to relocate his successful Winchester, Kentucky, track, he only had to look down the Mountain Parkway into neighboring Clay City to find the perfect location.

Clay City, Kentucky, (a.k.a. "Race City") already offered a drag strip, stock car raceway and a kart track. It was only natural for a motocross track to be the latest addition, and on April 27, Yeiser's "Bluegrass Motocross" opened its doors in a big way.

Nestled among trees and laid out across flat farmland, the one-mile motocross has an ideal location. The 12-acre layout is neighbored by the local drag strip and kart track on a 40-acre racing complex, so riders can make as much noise and kick up as much dirt as they would like.

Even though the track has been a work in progress, riders from across the region have trekked into town to take a few practice runs on the course. Practice is fine, but on April 27, over 100 riders were ready to race. The purple silk ribbon had barely been cut by local officials before the riders were out in numbers, slinging dirt and ready to sink their tread into the virgin track.

Showers that had covered the area in the evening made way for sunny skies on race day as the track appeared to be in top condition. The sprawling track offered riders a superb balance of hills, turns to keep the races tight, while offering enough open ground to make sure riders could capture plenty of air.

One of the biggest races of the day was an afternoon battle that developed in the 250cc C class between J.L. Osbourne and Darrell Reddix. Osbourne was able to grab the holeshot, but it was only enough to give him a slight edge on Reddix, who was hot on his heels as the duo left the pack behind.

Reddix seemed to have an advantage on the jumps and was able to pass Osbourne on the second lap. It was now Osbourne's turn to apply the pressure, and he was able to recapture the lead. Reddix was riding a KTM that had proven to be a winner for other riders and it would serve him just as well as he was able to regain the lead in the final laps for the win.

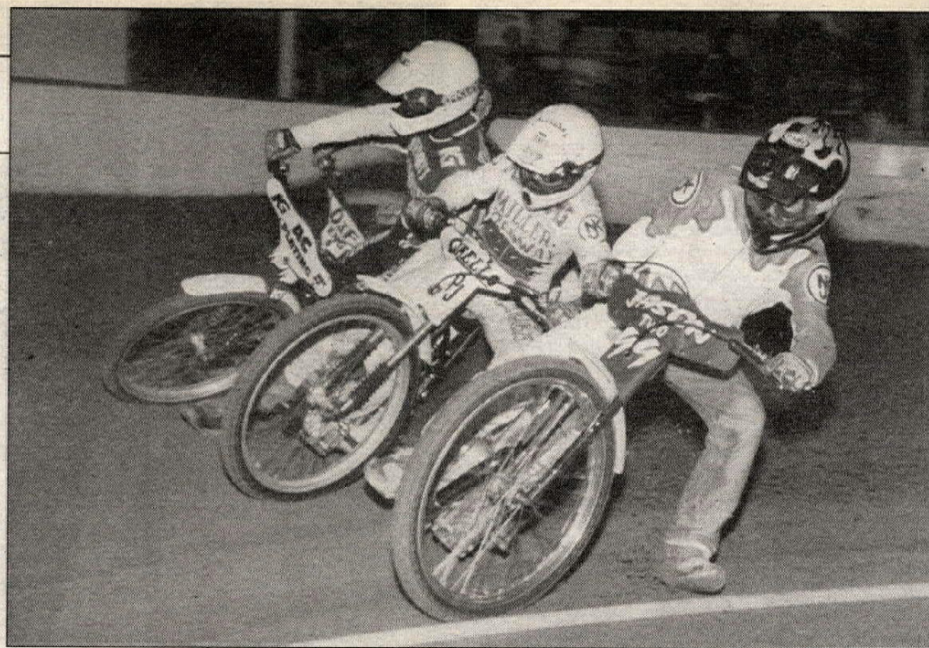
Reddix won both motos and also captured first place in the 25+ C division earlier in the day.

Larry Gessner also made the best opening weekend. After winning first place in the 125cc A and the 25+ classes on Saturday, Gessner was back out at the track on Sunday to try and keep his run going.

In the first moto of the 125cc A class, Gessner presented a strong ride but the Hoosier found himself on the losing end of a duel for first against Rodney Carrier. In the second moto it was payback time as Gessner took the win with enough behind him to claim the overall first place award.

Results

Saturday
U/L A-B: 1. Kelly Taylor (Yam).
U/L C-D: 1. Jeff Brown (Suz).
S/MINI: 1. Paul Karle (Yam); 2. Robbie Gray (Yam); 3. Dustin Walker (Yam).
60: 1. James Maxam III (Kaw); 2. Terry Blake Jr. (Kaw); 3. Shane Jenkins (Kaw).
125 A: 1. Larry Gessner (Suz); 2. Rodney Carrier (KTM); 3. Gary Winters (Hon).
125 C: 1. James Jenkins (Hon); 2. Joe Sharp (Yam); 3. Steve Colgate (Hon).
125 D: 1. David Young (Hon); 2. Matt Laferty (Hon); 3. Carl Arthurs (Yam).
80 D: 1. Chad Shackelford (Yam); 2. Derek Estep (Yam); 3. Eric Hacker (Hon).
25+ A: 1. Chuck Reed (Suz); 2. Rodney Carrier (KTM); 3. Larry Gessner (Suz).
25+ B: 1. Steve Hensley (Hon); 2. Rick Bear (Yam); 3. Eric McHatton (Suz).
25+ C: 1. Robbie Burruss (Hon); 2. Alan Gibson (Suz).
40+: 1. Hary Bowley; 2. Charles Kinison Jr. (Hon); 3. David Elliott (Kaw).
SCHBY: 1. Paul Karle (Suz); 2. Matthew Hudrell (Suz); 3. Joe Sharp (Yam).
50: 1. Daniel Maxam (LEM); 2. Tyler Richey (Yam); 3. Randy Richardson (LEM).
250 A: 1. Chuck Reed (Suz); 2. Rodney Carrier (KTM); 3. Jim Krauser (Hon).
250 B: 1. Terry Parris (Yam); 2. Paul Karle (Kaw).
250 C: 1. Tim Polston (Hon); 2. Jeff Brown (Suz); 3. Michael Ames (Hon).



(Left) Darrell Reddix (243) steals a glance at Vincent Miller (391) while the two battle at the newly opened Bluegrass Motocross facility in Clay City, Kentucky. (Above) Jason Daniels (right) emerged victorious from the 12-lap Support main at Costa Mesa Speedway.

250 D: 1. Brian Shackelford; 2. Jeff Richards (Hon); 3. Mark Richards (Hon).
80 SR: 1. Dusty Walker (Yam); 2. Nicholas Wolfe (Kaw); 3. Robbie Gray (Yam).
80 JR MINI: 1. Chad Shackelford (Yam); 2. T.J. Blake (Kaw); 3. James Maxam III (Kaw).
30+ A: 1. Jim Krauser (Hon).
30+ B: 1. Larry Brookhank (Yam); 2. Rick Barr (Kaw); 3. Terry Barnard (Suz).
30+ C: 1. Terry Blake (Hon); 2. Brian Shackelford (Kaw); 3. Alan Gibson (Suz).
Sunday
50: 1. Daniel Maxum (LEM); 2. Jonathon Young (KTM); 3. Drew Bach (KTM).
U/L AM B: 1. Matt Russell (Yam); 2. Jason Schmidt (Suz).
U/L AM C-D: 1. Daniel Graham (Suz); 2. Brent Nayer (Suz); 3. Michael Martin (Hon).
80 D: 1. Shaun Oliver (Kaw); 2. Derrick Young (Hon); 3. Donnie Adams (Kaw).
125 A: 1. Larry Gessner (Suz); 2. Gary Winter (Hon).
125 B: 1. Steve Hensley (Hon); 2. Jason Schmidt (Suz); 3. Brian Bourne (Kaw).
125 C: 1. Brent Nayer (Suz); 2. Daniel Graham (Suz); 3. James Jenkins (Hon).
250 D: 1. Brian Shackelford (Yam); 2. Kevin Black (Kaw); 3. David Adams (Yam).
80 SR: 1. J.T. Smith (Hon); 2. Dustin Walker (Yam); 3. Tony Taylor (Yam).
80 JR: 1. Kyle McIntosh (Yam); 2. James Russell Maxum (Kaw).
25+ A: 1. Larry Gessner (Suz).
25+ B: 1. Steve Hensley (Hon); 2. Steve Keisler (Yam).
25+ C: 1. Darrell Reddix (KTM); 2. Brian Shackelford (Kaw); 3. Keith Cottingham (Hon).
40+: 1. Tim Smith (Suz); 2. Ray Bailey (Yam); 3. David Ellis (Kaw).
S/MINI: 1. John Smith (Hon); 2. Dustin Walker (Yam); 3. Tony Taylor (Yam).
60: 1. Casey Martin (Kaw); 2. Matthew Smith (Kaw); 3. Herlae Adams (Kaw).
30+ A: 1. Timothy Smith (Suz).
30+ B: 1. Steve Keisler (Kaw); 2. James Maxum (Yam).
30+ C: 1. Brian Shackelford (Kaw); 2. Gary Craven (Hon); 3. Alan Gibson (Suz).
250 A: 1. Gary Winters (Kaw).
250 B: 1. Brian Bourne (Kaw).

Oxley tops 25-Lap Classic at Costa Mesa Speedway

By Elaine Jones
Photo by Jim Thorn

COSTA MESA, CA, MAY 3

Brad Oxley came through a 12-man field from the 60-yard line to win the '96 Coors Light/Legal Rights Defenders 25-Lap Classic at the Orange County Fairgrounds on Friday night.

Only two riders had perfect scores after three rounds of championship-style scratch racing. Oxley and Steve Lucero were undefeated. Shawn McConnell was the third-highest scorer, one point back. The other nine to make the field were Don Odom, Doug Nicol, Jesse Finch, Ed Castro, John Aden, Gary Ackroyd, Mark Hannah, Andy Northrup and Gary Hicks.

Castro got the best start, coming from the 40-yard line to take the lead after one lap. Hannah from the 30 was second with Odom from the 40 running third. By the second lap things were already getting stirred up. Castro and Hannah were still hanging on, but Northrup had gotten through and was in third with McConnell and Oxley from the long-yardage fourth and fifth. By the eighth lap the only change in the top five was Ackroyd replacing McConnell. Two laps later, Northrup took over second when Hannah needed a second wind. Oxley was now in third and Lucero had joined the fray. Finch started coming alive and with 15 laps in the book the order was Castro, Oxley, Northrup, Finch and Ackroyd. With 10 laps to go, fatigue was starting to set in. McConnell and Odom were the first to really feel it with both going down a lap. Lucero, Ackroyd and Hannah also fell way back.

The crowd came to life with a roar when Oxley blew by Castro on lap 19. At the same time Finch got by Northrup and with six laps to go the running order was Oxley, Castro, Finch, Northrup and Aden. Toss the lapped riders in the mix and you had a very crowded track with a full circle of riders on the small bull ring. It was now survival of the fittest, and with one lap to go, Hicks got by Aden to take over fifth. When the checkered fell it was Oxley, fast becoming the man to beat at Costa Mesa. Second went to Castro who led the race for 16 laps. Finch was third with Northrup, Hicks and Aden rounding out the top six.

Jason Daniels took the lead away from Tony Wood on lap seven of the 12-lap Support main and went on to claim his second main-event win of the season. Randy Skinner from the 50 took second with Steve Donovan third.

Steve Stanton and Robert Dent got around John Matherson and Scott Cole on the second lap to win the Sidecar main. Bob Brayton and Parke Weaver did the same thing the next lap to move into second while Dean Steele and Dwayne King on the V-twin Godden seemed to be having handling problems and never really got things working. They finished behind Steve Morrow and Craig Maggin.

Results

25-LAP CLASSIC: 1. Brad Oxley (Wes); 2. Ed Castro (Wes); 3. Jesse Finch (Jaw); 4. Andy Northrup (Jaw); 5. Gary Hicks (Wes).
SUP MAIN: 1. Jason Daniels (Wes); 2. Randy Skinner (Jaw); 3. Steve Donovan (Wes); 4. Randy DiFrancesco (Jaw); 5. Bobby Campbell (Wes).
SDCAR: 1. S. Stanton/R. Dent (Yam); 2. B. Brayton/P. Weaver (Hon); 3. J. Matherson/S. Cole (Yam); 4. S. Morrow/C. Maggin (Suz); 5. D. Steele/D. King (Gdn).

Hiatt, Jensen jam to Astoria ST wins

By Clay Light

ASTORIA, OR, APR. 28

The inaugural round of the indoor short track season at the Clatsop County Fairgrounds in Astoria had AMA Pros Jeff Hiatt and Lee Jensen posting impressive Open-class wins inside the new facility.

Hiatt, a former national number holder, dominated the Open Sportsman class, topping one of two heat races to sit the pole position for the 15-lap final. Hiatt jumped into the lead at the wave of the green flag and was never contested. Jensen, riding a Rotax, fought off Yamaha rider Kenny McCann for second in the early stages. Jensen broke free, but couldn't catch Hiatt.

Behind Jensen a great battle raged for third among McCann, heat winner Gary Moore and Triumph-mounted Dan Dickinson, a spot which went Moore's way at the finish. Dickinson also bumped McCann back a notch to take the fourth position. McCann, Kevin Belcourt and Mike Wear filled out the top seven.

Jensen stormed back to impressively dominate the combined 40+/30+ Open A main. Jensen had virtually no competition in the main event, riding with much the same form that carried him to a win in his heat race. Second-heat winner Moore stayed close to Jensen, but was relegated to second at the finish ahead of Dickinson, McCann and Tom Simpson.

Suzuki rider Sean Light dominated both 80cc qualifiers, but despite sitting the pole position in the 80cc A main, Light got off the line poorly and allowed motocrosser Steve Aiken to steal the show. Light came through traffic to catch Aiken, crossing the finish line in a side-by-side configuration, but Light lost out by a wheel, giving Aiken a major win over Light and Yamaha rider Mike Edwards.

Results

OPEN A: 1. Jeff Hiatt (Rtx); 2. Lee Jensen (Rtx); 3. Gary Moore (Hon); 4. Dan Dickinson (Tri); 5. Kenny McCann (Yam).
40+ A: 1. Lee Jensen (Rtx); 2. Dan Dickinson (Tri); 3. Tom Simpson (Rtx).

30+ A: 1. Gary Moore (Hon); 2. Kenny McCann (Yam); 3. Kevin Belcourt (Hon).
 250 A: 1. Kevin Belcourt (Hon); 2. Mike Wear (Yam); 3. Sean Light (Suz).
 80 A: 1. Steve Aiken (Hon); 2. Sean Light (Suz); 3. Mike Edwards (Yam).

Nelson dusts Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, APR. 21

Fast and furious motocross took place at Barona Oaks Raceway during Sunday's series makeup event, as Team Green's Dustin Nelson stopped by to show the other Pro riders the fastest way around the Barona Indian reservation.

In mini action Jesus Casillas dominated both the Supermini and 80cc Stock (9-11) classes, and while doing so became the first 80cc rider to clear the infield triple on his Team Noleen Yamaha. Another rider who could do no wrong was Ronie Loftin, who took home double wins in both the 125cc (12-15) Novice Stock classes.

For many it was worth the price of admission to see Nelson circumnavigate the technical Barona Oaks motocross track. Nelson pulled away from the pursuing riders and attacked each track obstacle flawlessly.

Not to be upstaged, the young Jesus Casillas demonstrated a lot of finesse and courage on his 80 as he conquered the infield triple. Until Casillas unlocked the triple combination it had been reserved for only the faster bigger-bore bikes. Anthony Brucella quickly took up the challenge and began clearing the awesome triple as well. Unfortunately the jump was not as simple as it seemed, and Jake Elkins suffered a broken arm in his attempt.

Triple or not, Casillas found formidable competition from John Hopkins in the Supermini action. Casillas was able to win both motos but Hopkins was able to give him a good run for the class honors. As the defending class champion, Hopkins may have been able to give Casillas a better challenge but was busy fending off the heated attacks of Dusten Watson. In the Stock class Brucella was the one to make Casillas earn both his wins.

Ronnie Loftin was able to take home the 125cc (12-15) trophy but had to earn it first from Steve Yurkovic. Yurkovic came out quicker in the first moto and Loftin had to settle for second. In the next moto, Travis Fink holeshot with Yurkovic in tow. Then on the second lap Loftin found his way clear of both Yurkovic and Frink. Yurkovic was able to dog Loftin throughout the moto but had to settle for second on the day. In the 125cc Novice Stock action Loftin repeated his earlier class win by pulling out another second-moto win over Yurkovic.

Juan Izaguirre rode his KTM to the overall victory after placing repeat third-place finishes in the Pee Wee First Timer class. Moto one was won by Raymond Valdez who DNFed in the second round. Moto two was won by Steven Cerda, who had finished 10th in the early moto.

Results

INTRO TO MX 60: 1. Kevin Fava (Kaw); 2. Kyle Bissonnette (Kaw); 3. Christopher Sampson (Kaw).

INTRO TO MX 80: 1. Jesus Heredia (Yam); 2. Rafael Izaguirre (Kaw); 3. Robert Gainer (Hon); 4. Kenny Vessels (Suz); 5. Waylon Blocher (Suz).

PW FT: 1. Juan Izaguirre (KTM); 2. Ryan Withouski (KTM); 3. Nolan Shultz (Yam); 4. Clayton Murillo (LEM); 5. Steven Cerda (KTM).

PW STK (0-6): 1. Chase Takaes (KTM).
 PW STK (7-8): 1. Brad Masters (LEM); 2. Kevin Wade (LEM); 3. Zachery Johnson (KTM).

60 STK (0-8): 1. Rafael Izaguirre (Kaw); 2. Jake Bissonnette (Kaw); 3. Marc Abernathy (Kaw); 4. Anthony Charrette; 5. Matthew English (Kaw).

60 MOD (0-8): 1. Phillip Brucella (Kaw); 2. Candice Motshagen (Kaw); 3. Patrick Pennington (Kaw); 4. Dallas Peick (Kaw); 5. Weston Peick (Kaw).

60 STK (9-11): 1. Ryan Beat (Kaw); 2. Shaun Connelly (Kaw); 3. Cas Swift (Kaw); 4. Zac Wray (Kaw); 5. Austin Hodges (Kaw).

60 MOD (9-11): 1. Cas Swift (Kaw); 2. Jonathan Rose (Kaw).
 80 BEG: 1. Joshua Navarro (Kaw); 2. Rod Hamby (Suz); 3. Jason Carlton (Suz); 4. Peter Scully (Yam); 5. Scott Graham (Kaw).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Anthony Brucella (Suz); 3. Ryan Beat (Hon); 4. Joey Rose (Kaw).
 80 NOV STK: 1. Dusten Watson (Suz); 2. Brandon Hamlett (Kaw).

80 INT: 1. John Hopkins (Suz).
 5/MINI: 1. Jesus Casillas (Yam); 2. John Hopkins (Suz); 3. Dusten Watson (Suz); 4. Anthony Brucella (Suz); 5. Joey Rose (Kaw).

125 BEG: 1. Todd Clayton (Hon); 2. Nick Casillas (Yam).
 125 (12-15): 1. Ronnie Loftin (Hon); 2. Steve Yurkovic (Kaw); 3. Travis Frink (Kaw); 4. Brandon Vielguth (Kaw); 5. Todd Clayton (Hon).

125 NOV STK: 1. Ronnie Loftin (Hon); 2. Steve Yurkovic (Kaw); 3. Byram Frost (Suz); 4. Travis Frink (Kaw); 5. Travis Connelly (Suz).

125 INT: 1. John Emerson (Hon); 2. Wilson Nichols (Hon); 3. Daniel Nichols (Suz); 4. Frank Dato (Suz); 5. Manny Arias (Hon).
 250 BEG: 1. Bob Zingz (Suz); 2. Joey Russo (Suz); 3. Matt Hogstrom (Suz); 4. Steve Shirk (Suz).

250 NOV: 1. Kory Byers (Kaw); 2. Aaron McDonough (Yam).
 250 INT: 1. Colin Eberly (Hon); 2. Shawn Ireland (Hon).
 OP B (25-29): 1. Jim Hart (Hon); 2. John Washburn (Kaw).

OP B (30-34): 1. Bruce Vergilio (Suz); 2. Les Abernathy (Hon); 3. Louie Peick (Kaw); 4. David Reynolds (Yam).

OP B (35-39): 1. Kirk Chapman (Kaw); 2. Dan Virgilio (Hon); 3. Rick Townsend (Hon); 4. Dave Fava (Hon); 5. Ron Patterson (Hon).

OP B (40+): 1. Rick Chesire (Yam); 2. Chuck Fox (Suz); 3.

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FRIDAY

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 Mini Pro
 Mini Inter.
 Mini Junior
 (No Big Wheels)

FRIDAY

AMA West Nat'l
 Sound of Thunder
 White Bros. 4-Stroke
 Amateur Race

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 250 Junior
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Name of Rider's Insurance Co. _____

I have read this entry blank and agree to the above conditions

Rider's Signature _____

Rider's Age _____

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CLASS (circle one)

VET SENIOR MASTERS

MINI OPEN 125 250

WOMEN AMA 4-STROKE

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ABILITY (circle one)

JUNIOR INTERMEDIATE PRO

DO NOT WRITE IN THIS SPACE

DIV.

NO.

Inyo National Forest

EVENTS



Marc Armbrichter (Suz); 4. Tom Eberly (Hon); 5. Lee Hoffman (Hon).
 OP A (25-29): 1. Frankie Brundage (Kaw); 2. Roy Basin (Yam).
 OP A (30-34): 1. Don Connelly (Suz); 2. Danny Almond (Hon); 3. Chris Swift (Hon); 4. Scott LaRosh (Hon).
 OP A (35-39): 1. Tim Marsh (Hon); 2. Rudy Sevilla (Suz); 3. Greg Meyers (Kaw).
 250 PRO: 1. Dustin Nelson (Kaw); 2. Gabe Bolivar (Yam); 3. Timmy Staufenbeil (Suz).

GFTL Flat Track Series roars to life

By John Blackstock

CARNESVILLE, GA, APR. 28
 The 1996 GFTL dirt track season came to life at the Georgia Karting Komplex in grand style. Warm, sunny skies and perfect track conditions greeted the eager crowd. AMA amateur dirt track racing continued its growth here in the Southeast with 71 entries on hand.

Racing was furious from the start with 1995 class champion Eddie Tumlin II cruising to victory in the 50cc (4-6) class. Although Tumlin's win was sure, second and third was a battle to the stripe with South Carolina rider Patrick Johnson barely holding off Georgia's own Clayton Sims, who was riding a Honda Q50 that he won here as last year's Grand Door Prize.

In 85cc action, Honda rider Garrett Weaver rode a fine race to defeat last year's nemesis and cousin Brandon Weaver. Virginia's Aaron Woods was also on the move riding his KTM to a hard-earned third place finish over Merritt Johnson and Brian Sudderth.

Dennis Burroughs was the big winner of the day taking the first place trophies in 251cc-up, Vintage and Brakeless classes. The Bogart, Georgia, rider came aimed with a pair of beautifully prepared classics and returned home with the hardware to prove it. Husky rider Travis Woods kept the Bultaco rider honest in the Open main but eventually had to settle for second over Yamaha rider Gary Weaver, who finished third.

South Carolina's Kirk Johnson was off like a bullet in the Vintage class final, but was no match for the DMR OSSA of Burroughs. After a once comfortable lead, Johnson's fine ride out front ended when Burroughs powered by him off turn four on lap five. Johnson held on for second over BSA 500 rider Harry Norman and Scott Fluck's Yamaha.

Tennessee's Gary Sherrod let it all hang out and kept his TT500 Yamaha sideways all the way around the smooth, eighth-mile oval to take first-place honors in the 40+ class. Another Tennessee rider, Billy Campbell made an impressive return to racing after a Daytona injury, taking second on his Rotax over Triumph-mounted Brian Holzgar.

Results

WMN: 1. Merritt Johnson (Kaw); 2. Paige Hemphill (Hon).
 50 (4-6): 1. Eddie Tumlin II (Yam); 2. Patrick Johnson (Suz); 3. Clayton Sims (Hon); 4. Jonathon Pierce Jr. (Yam).
 50 (7-8): 1. Aaron Woods (KTM); 2. Barren Behannah Jr. (Yam); 3. Clayton Sims (Hon).
 85: 1. Garrett Weaver (Hon); 2. Brandon Weaver (Hon); 3. Aaron Woods (KTM); 4. Merritt Johnson (Kaw).
 250: 1. Rick Weaver (Yam); 2. Dave Kaufman (AJS); 3. Gary Weaver (Yam); 4. David Keith (H-D).
 251-UP: 1. Dennis Burroughs (Bul); 2. Travis Woods (Hus); 3. Gary Weaver (Yam); 4. Scott Fluck (Yam).
 ADLT MINI: 1. Bruce Dexter (Hon); 2. Joel Sabin (Hon); 3. Brian Holzgar (Hon); 4. Harry Norman (Hon).
 SR 40+: 1. Gary Sherrod (Yam); 2. Billy Campbell (Rtx); 3. Brian Holzgar (Tri); 4. Jack Joyner (Bul).

SEMI-PRO ADLT MINI: 1. Bruce Dexter (Hon); 2. Rod Burton; 3. Joel Sabin (Hon); 4. Tom Price (Hon).
 OPEN: 1. John Blackstock (Yam); 2. Travis Woods (Hus); 3. Billy Campbell (W-R).
 VINT: 1. Dennis Burroughs (Oss); 2. Kirk Johnson (Yam); 3. Harry Norman (BSA); 4. Scott Fluck (Yam).
 BRAKELESS: 1. Dennis Burroughs (Bul); 2. Scott Kay (Bul); 3. Barren Behannah (Yam); 4. Jack Joyner (Bul).
 SEMI-PRO MNY: 1. John Blackstock (Yam); 2. Tom Sisson (Yam); 3. Darrell Bryant (Hon); 4. Chris Hemphill (Yam).

Sellards triples Pro Sport MX

By Barbara Williams
 Photo by Loren Williams

WYTHEVILLE, VA, APR. 27-28
 Brock Sellards took wins in the 125cc Stock A, 250cc Stock A and 125cc Modified A classes at a Loretta Lynn's area qualifying weekend which drew 611 entrants to Pro Sport Motocross Park and doubled as round five of the AMA USA MegaSeries.

Sellards was not the only multiple class winner. Jeff Gibson won the Super Mini and Schoolboy divisions, Matthew Freed topped the 250cc Modified C and Unlimited C competition, and Ron Jones rode to 30+ A, 35+, and Open victories.

The first 125cc Modified B moto saw Jon Boruff heading the pack of 29 for the entire moto, while Jeffery Ryan, Josh Capps, John Fann and Preston Rose duked it out for the rest of the top five spots, also finishing in that order.

Marcus Hedrick bettered his back-of-the-pack first-round finish by winning moto two. First-moto winner Boruff came off the line way back, and was forced to work his way up to 11th for a hard-fought fourth overall. Ryan was on Hedrick like white on rice for the whole way, banging and bumping. With half a lap to go, the pair sailed side-by-side over the long back-side ski jump. Hedrick reappeared, still in the lead, but Ryan finally showed up in eighth. Just a few turns before the flag, Ryan crashed again, finally finishing in 16th for the moto, eighth overall.

"If he'd stayed where he was, he'd have had the overall victory," Ryan's dad and mechanic Jarrell Ryan said. "Sometimes I wish he wouldn't have so much drive, but I'm sure not going to tell him not to pass someone."

Fann started just to the rear of the Hedrick/Ryan duo and had enough room when Ryan went down to avoid crashing into him. Fann maintained second to the flag, taking his first-ever B-class win with a score of 4-2.

Capps also stayed relatively consistent, bagging runner-up honors with 3-4 finishes. Rose's 5-7 total was good for third.

Results

Saturday
 50 (4-6): 1. Bradley Pace (KTM); 2. Madison Harbright (KTM); 3. Adam Tiers (LEM).
 50 (7-8): 1. Logan Bell (Cob); 2. David Holt (Cob); 3. Dustin Charcalla (Cob); 4. Taylor Reilly (KTM); 5. Michael Roberts (KTM).
 65 (8-9): 1. Nicholas Evennou (Kaw); 2. Christopher Robertson (Kaw); 3. Jake Posey (Kaw); 4. William Johnson (Kaw); 5. Philip Ivers (Kaw).
 65 (10-11): 1. Chase Roberts (Kaw); 2. Wade Cordell (Kaw); 3. Stephen Houseman (Kaw); 4. Dustin Handley (Kaw); 5. Trey Meek (Kaw).
 85 (7-11): 1. Wade Cordell (Hon); 2. Matt Miller (Suz); 3. Jeffrey Fields (Yam); 4. Chase Roberts (Kaw); 5. Justin Lewis (Yam).
 85 (12-13): 1. Jeff Gibson (Kaw); 2. J.R. Carter (Kaw); 3. Richard Joey Barnes (Suz); 4. Nicholas Vargo (Hon); 5. Brian Pace (Yam).
 85 (14-15): 1. Jered Black (Yam); 2. Ryan Jones (Hon); 3. Jon Boy Monk (Hon); 4. Spencer Hill (Kaw); 5. Shaun Henson (Hon).



(Left) Eddie Tumlin II scored the 50cc (4-6) win in the opening round of the GFTL Dirt Track Series at the Georgia Karting Komplex.

(Above) Brock Sellards (10) topped three classes at round five of the AMA USA MegaSeries held in Wytheville, Virginia.

U/L MINI: 1. Jon-Boy Monk (Hon); 2. Hans Neel (Hon); 3. Nicholas Vargo (Hon); 4. Shaun Henson (Hon); 5. Brian Pace (Yam).
 SCHBY: 1. Josh Capps (Kaw); 2. Daniel Tesh (Kaw); 3. Darrell Blankenship (Suz); 4. Paul Brunk (Suz); 5. Clark McAllister (Suz).
 125 STK A: 1. Brock Sellards (Kaw); 2. Mark David Culton (Hon); 3. Tilden Styron (Suz).
 125 STK B: 1. Chap Harkrader (Hon); 2. Josh Capps (Kaw); 3. Chris Gillespie (Suz); 4. Glen Higgins Jr. (Suz); 5. Daniel Tesh (Kaw).
 125 STK C: 1. Darrell Blankenship (Suz); 2. Brent Surface (Hon); 3. Josh Knight (Suz); 4. Michael Franklin (Hon); 5. Glenn Thompson (Suz).
 250 STK A: 1. Brock Sellards (Kaw); 2. Mark David Culton (Hon); 3. Tilden Styron (Suz).
 250 STK B: 1. Brad Edwards (Suz); 2. Shane Jenkins (Hon); 3. Chap Harkrader (Hon); 4. Freddie Lawson (Suz).
 U/L A/B: 1. Jeffery Ryan (Suz); 2. Brad Edwards (Suz); 3. Glen Higgins (Suz); 4. Carl Vargo (Hon).
 U/L C: 1. Matthew Freed (Suz); 2. Jesse Flemings (Hon); 3. Jason Lawing (Hon); 4. Chris Baldwin (Suz); 5. Aaron Ellenburg (Suz).
 U/L D: 1. John Rayle (Hon); 2. James Thompson (Hon); 3. Donald Fields (Suz).

Sunday
 50 (4-6): 1. Davin Price (LEM); 2. Bradley Pace (KTM); 3. Brandon Large (LEM); 4. Cory Strickland (KTM); 5. Cameron Stone (LEM).
 50 (7-8): 1. Jake Griffis (Cob); 2. Logan Bell (Cob); 3. Michael Ridge (Cob); 4. Chase Beck (LEM); 5. Brett Slater (KTM).
 65 (7-9): 1. Christopher Robertson (Kaw); 2. Joshua Davis (Kaw); 3. Kyle Preston (Kaw); 4. Jake Griffis (Kaw); 5. Chase Beck (Kaw).
 65 (10-11): 1. William Browning II (Kaw); 2. Stephen Martin (Kaw); 3. Chase Roberts (Kaw); 4. Wade Cordell (Kaw); 5. Stephen Houseman (Kaw).
 80 D: 1. Brian Pace (Yam); 2. Jason Marsh (Hon); 3. Joshua Dole (Kaw); 4. Joe Guinn (Kaw); 5. Brandon Ellenburg (Suz).
 JR MINI: 1. Gene Stull (Suz); 2. William Browning (Yam); 3. B.J. Huntsinger (Suz); 4. Matt Miller (Suz); 5. Phillip Ranker (Suz).
 SR MINI: 1. Joshua Summey (Kaw); 2. Jered Black (Yam); 3. Hans Neel (Hon); 4. Bobby Ranker (Suz); 5. Kevin Stone (Kaw).
 S/MINI: 1. Jeff Gibson (Kaw); 2. Joshua Summey (Kaw); 3. Jered Black (Yam); 4. Hans Neel (Hon); 5. Bobby Ranker (Suz).
 SCHBY: 1. Jeff Gibson (Kaw); 2. Jeffery Ryan (Suz); 3. Joshua Capps (Kaw); 4. Derick Hedrick (Suz); 5. Jonathan Tucker (Suz).
 125 MOD A: 1. Brock Sellards (Kaw); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Jim Neese (Hon); 5. Joshua Sweat (Kaw).
 125 MOD B: 1. John Fann (Suz); 2. Joshua Capps (Kaw); 3. Preston Rose (Kaw); 4. Jon Boruff (Hon); 5. Wesley McCoy (Yam).
 125 MOD C: 1. Derick Hedrick (Suz); 2. Jonathan Tucker (Suz); 3. Eric Leonard (Kaw); 4. Nicholas Burns (Hon); 5. Jesse Fleming (Hon).
 125 D: 1. Michael Look (Suz); 2. John Rayle (Hon); 3. Cody Blankenship (Hon); 4. Jared Osborn (Yam); 5. Roger Cole (Suz).
 250 MOD A: 1. Jim Neese (Hon); 2. Jim Chester (Suz); 3. Brock Sellards (Kaw); 4. Kevin Walker (Yam); 5. Joshua Sweat (Kaw).
 250 MOD B: 1. Jon Boruff (Hon); 2. Preston Rose (Kaw); 3. Mark Wagner (Kaw); 4. Brian Lane (Yam); 5. Chap Harkrader (Hon).
 250 MOD C: 1. Matthew Freed (Suz); 2. Jason Hartness (Kaw); 3. Robert Andy Smith (Hon); 4. Jimmy Pitcock (Suz); 5. Brandon Williams (Hon).
 250 D: 1. David Fortune (Hon); 2. Steve Gibson (Kaw); 3. Andre Sandstrom (Suz); 4. John Churn (Kaw); 5. Bryan Davis (Hon).
 OPEN: 1. Darryl Ahonen (Kaw); 2. Ron Jones (Hon); 3. Jeff Tomlinson (Hon); 4. Kenneth Stowe (Kaw); 5. Nicholas Pinegar (Hon).
 25+ A: 1. Jim Chester (Suz); 2. Kevin Walker (Yam); 3. Donald Alford (Yam); 4. Bryan Adams (Kaw); 5. Rick Wright (Suz).
 25+ B: 1. Scott Linkous (Suz); 2. Jeff Mushala (Yam); 3. Steve Mason (Suz); 4. David Sawyer (Kaw); 5. Philip Sarver (Hon).
 25+ C: 1. Jimmy Pitcock (Suz); 2. Dennis Jones (Yam); 3. Christopher Wright (Suz); 4. Marc Cleveland (Hon); 5. Chuck Woper (Suz).
 30+ A: 1. Ron Jones (Hon); 2. Bryan Adams (Kaw); 3. Rick Wright (Suz); 4. Steve Lewis (Yam); 5. Donnie Foster (Hon).
 30+ B: 1. David Sawyer (Kaw); 2. Albert Jamie McCoy (Yam); 3. Phillip Sarver (Hon); 4. Gregory Lykens (Suz); 5. Bink Gross (Suz).
 30+ C: 1. Marc Cleveland (Hon); 2. Rick Cooper (Hon); 3. Dennis Jones (Yam); 4. Billy Harrison (Hon); 5. Gary Reynolds (Kaw).
 35+: 1. Ron Jones (Hon); 2. Rick Wright (Suz); 3. Bryan Adams (Kaw); 4. Steve Lewis (Yam); 5. Roger Arnold (Yam).
 40+: 1. Ron Jones (Hon); 2. Steve Lewis (Yam); 3. Johnny Gibson (Hon); 4. Terrell Welborn (Suz); 5. Jack Phillips (Kaw).
 48+: 1. Terrell Welborn (Suz); 2. Jack Phillips (Kaw); 3. Eugene Goode (Suz).
 U/L AM: 1. Jeff Mushala (Yam); 2. Jason Thompson (Kaw); 3. James Hayes III (Hon); 4. John Fann (Suz); 5. Shane Jenkins (Hon).
 U/L C/D: 1. Tony Burgess (Kaw); 2. Brent Surface (Hon); 3. Roy Lee Dennie (Hon); 4. Jason Smith (Hon); 5. Michael Franklin (Hon).

Whitcraft brothers perfect at Honda Hills Motocross

By Rupert F. Pellett

LINVILLE, OH, APR. 27

David and Chris Whitcraft had the opportunity to win a total of eight motos between them at Honda Hills night motocross, and they did just that, winning convincingly over a tough field of District 11 competitors. Mild weather was in store for the large turnout of racers at the Central Ohio motorsports park, and the track was in perfect condition come race time.

The younger Whitcraft, Chris, was the kid to beat in the 65cc and Mini Junior divisions as the 10-year-old Pickerington native fought off the advances of brothers Andy and Michael Willard to take all four motos in his classes. Older brother David Whitcraft took care of the Mini Senior and Schoolboy classes, pushing his Yamaha quickly to the front and establishing a pattern of dominance over the rest of the field in all four of his motos. Tim Peck regained his title as the "King of Honda Hills" with 2-1 moto finishes to take the win in the grueling 30+ Veterans class over 40+ Veteran-class winner Gerry Bennett.

Results

50 (4-6): 1. John Ramey (KTM); 2. Haven Holderoft (KTM); 3. Joey Leadbeater (KTM); 4. Haleigh Holderoft (KTM); 5. Nathan Heskett (KTM).
 50 (7-8): 1. Dustin Jackson (KTM); 2. Tommy Pellett (Cob); 3. Tony Hall (KTM); 4. Ryan Reedy (KTM); 5. Chad Wilson (Yam).
 65: 1. Chris Whitcraft (Kaw); 2. Michael Willard (Kaw); 3. Joey Pellett (Kaw); 4. Nicholas Carroll (Kaw); 5. Tony Hall (Kaw).
 MINI JR: 1. Chris Whitcraft (Yam); 2. Andy Willard (Hon); 3. Michael Willard (Kaw); 4. Chris Leadbeater (Hon); 5. Billy Sprinkle (Kaw).
 MINI SR: 1. David Whitcraft (Yam); 2. Derek Sturgell (Kaw); 3. Josh Hamilton (Hon); 4. Michael Campbell (Kaw); 5. Ross Adams (Yam).
 SCHBY: 1. David Whitcraft (Yam); 2. Jacob Matthews (Hon); 3. Brian Duston (Kaw); 4. William Burgess (Suz); 5. Jason Donley (Kaw).
 25+: 1. Greg Hubbs (Hon); 2. Gerry Bennett (Hon); 3. John Jacobs (Mai).
 30+: 1. Tim Peck (Suz); 2. Gerry Bennett (Hon); 3. Skip Zimmerman (Hon); 4. Richard Robinson (Hon); 5. Mark Matheis (Yam).
 40+: 1. Gerry Bennett (Hon); 2. Bill Leake (Kaw); 3. Larry Shumaker (Hon); 4. Tom Lewis (Hon); 5. Joe Collins (KTM).
 125 A: 1. Jason Frecker (Hon); 2. Chris Berry (Hon).
 125 B: 1. Charlie Laymon (Hon); 2. Greg Hubbs (Hon); 3. Lane Teater (Hon); 4. Terry Collins (Suz); 5. Larry Walker (Hon).
 125 C: 1. Jason Casterline (Kaw); 2. Jay Justice (Suz); 3. Jason Brown (Suz); 4. Josh Thornton (Suz); 5. Brandon Shull (Kaw).
 250 B: 1. Kevin Schneider (Hon); 2. Rob Bingmn (Suz); 3. Chad Verdes (Suz); 4. Terry Barnes (Hon).
 250 C: 1. Matt Mathias (KTM); 2. Doug Dove (Kaw); 3. Robert Miracle (Hon); 4. John Linger (Hon); 5. Joe Speakman (Hon).
 OPEN B: 1. Scott Thompson (Hon); 2. Steven Payne (KTM); 3. John Jacobs (Mai); 4. John Hammond (KTM).
 4-STRK: 1. Steven Payne (KTM); 2. Brad Beery (Yam); 3. Mike Stebelton (Hon); 4. Bill Hurst (Suz); 5. Shane Hyne (Hon).
 16-24: 1. Charlie Laymon (Hon); 2. Terry Collins (Suz); 3. Jason Frecker (Hon); 4. Larry Walker (Hon); 5. Chad Jerles (Suz).

Montano doubles at Willows Road Race

By Mark Romero

WILLOWS, CA, APR. 21

Tom Montano continued to rule the 600cc classes in AFM road racing, despite being briefly upstaged by Erik Schnackenberg at Thunderhill Park.

Schnackenberg led by one or two bike lengths over Montano. With the gap closing as

they headed down the front straight in lap four, Schnackenberg tried to duck under traffic in turn one, but Montano swerved to the outside of one backmarker and then weaved hard inside another to keep pace with the lead rider. Schnackenberg lost the rear end in turn four. Realizing that the front wheel and clip-ons were facing opposite directions, Schnackenberg had to watch from the infield as Montano built up a huge lead over eventual second place-finisher Mark Foster.

Schnackenberg failed to make the 600cc Superbike grid. Foster shot off the line first, only to slip back to fourth as the pack entered turn one. Montano ducked underneath the front-runners and pulled away. Going into lap two, Montano had a huge lead while Kevin Holman and Foster tried to draft second-running Akiharu Shigeno. Holman got around Shigeno heading out of turn two. This order held for a lap, but suspension troubles caused Holman to drop to fourth. Foster went around Shigeno as the pair entered turn four. Steven Engelbrecht passed Holman on the back half of the track before heading into lap four.

Montano got held up by traffic in lap five. Foster started closing the gap on laps six and seven and pulled within half a bike length of the leader at the start of lap eight. Foster stuck a wheel to the inside of Montano through turn one but couldn't get by. One lap later in the same turn, Foster tried the outside, dropped back before entering turn two, and finally stuffed it underneath Montano in turn three. Montano drafted by him going into the final lap, only to watch as Foster went around him in turn one. Montano made the same move in turn three as Foster did a lap earlier to regain the lead and was able to break Foster's draft for the victory.

Results

F-PAC: 1. Steve Rapp (Kaw); Joe Brett Williams (Hon); 3. Geep Terranova (Yam); 4. Chris Voelker (Hon); 5. Doug DeRyke (Yam).

OPEN S/BK: 1. Chris Voelker (Hon); 2. Doug DeRyke (Yam); 3. Scott Bigley (Hon); 4. Mike Nissen (Hon); 5. Jim Fife (Suz).

750 S/BK: 1. Joe Brett Williams (Hon); 2. Tom Aquino (Suz); 3. Paul Vogel (Suz); 4. Cory Call (Suz); 5. Tim Blasquez (Suz).

600 S/BK: 1. Tom Montano (Hon); 2. Mark Foster (Hon); 3. Akiharu Shigeno (Hon); 4. Kevin Holman (Hon); 5. Steven Engelbrecht (Hon).

450 S/BK: 1. Darrell Parker (Yam); 2. Ross Wells (Yam); 3. David Colyer (Yam); 4. Martin Lee (Yam); 5. Dave Norgard (Yam).

250 S/BK: 1. Joe Carrillo (Yam); 2. Phillip Torres (Yam); 3. Steve Mayeau (Suz); 4. Kregg Williams (Apr); 5. Chris McGrail (Kaw).

OPEN PROD: 1. Scott Bigley (Hon); 2. Fletcher Wilson (Hon); 3. Tom Breslin (Hon); 4. James King (Yam); 5. Calvin Sprenger (BMW).

750 PROD: 1. Zoran Vujasinovic (Suz); 2. Tim Blasquez (Suz); 3. Bob Simmons; 4. Martin Haseman (Kaw); 5. Jago Brent.

600 PROD: 1. Tom Montano (Hon); 2. Mark Foster; 3. Kevin Holman (Hon); 4. Brian Bartlow (Hon); 5. Dean Guenther (Hon).

450 PROD: 1. Ross Wells (Yam); 2. David Colyer (Yam); 3. Eric Schreppel (Yam); 4. Martin Lee (Yam); 5. Dave Norgard (Yam).

250 PROD: 1. Terri Vogel (Kaw); 2. Francis Mazur (Kaw); 3. Thomas Dorsey (Kaw); 4. Sean Murphy (Kaw); 5. Chris McGrail (Kaw).

OPEN GP: 1. Chris Voelker (Hon); 2. Doug DeRyke (Yam); 3. Mike Nissen (Hon); 4. Jim Fife (Suz); 5. Bob Siebenhaar (Hon).

F-1: 1. Joe Brett Williams (Hon); 2. Paul Vogel (Suz); 3. Cory Call (Suz); 4. Chris Thorsen (Suz); 5. Dan Thorsen (Suz).

F-2: 1. Mark Ingalls (Yam); 2. Dan Cook (Yam); 3. Michael Altamirano (Yam); 4. Dave Mason (Yam); 5. Tom Montano (Yam).

F-3: 1. Craig Avery (Hon); 2. Mike Mondo (Hon); 3. Carlos Neves (Hon); 4. Tom Audredge (Yam); 5. Chris Wallace (Yam).

F-40: 1. Mark Ingalls (Yam); 2. Denny Doherty (Yam); 3. Bob Siebenhaar (Hon); 4. Daniel Reeser (Hon); 5. Lamar Potts.

F-SGL: 1. Brian Brown; 2. John Hammond; 3. Joe Abeyta (Yam); 4. Russ Meagher (Yam); 5. Ivan Thelin (Kaw); 6. Daniel Gambini.

F-TW OPEN: 1. Paul Orlandi (Duc); 2. James Coda (Duc); 3. Tom Terry (Duc); 4. Brian Bartlow (Yam); 5. Art Chambers (Duc).

F-TW 650: 1. Mike Voelker (Hon); 2. Daniel Reeser (Hon); 3. Shawn Reilly (Hon); 4. Bill Brinkerhoff (Hon); 5. Ken Baer (Kaw); 6. Ed Marchini (Hon).

F-TW 500: 1. David Chownenmill (Kaw); 2. Ken Baer (Kaw); 3. Brett Whitman (Kaw); 4. Kevin Smith (Kaw); 5. Mark Hart (Kaw); 6. Alan Bartlett (Kaw).

S/DINO: 1. Douglas Elliott (Kaw); 2. Enzo Ferrara (Yam); 3. Mike Mraz (Yam); 4. Jove Shapiro; 5. Ralph Auer (BMW); 6. Michael Van Slyke (Hon).

VINT: 1. Ralph Auer (BMW); 2. Steve Stone (BSA); 3. Steve Van Horn (Hon); 4. Dave Russell (BSA); 5. Jove Shapiro (BMW).

Tucker rolls at Oklahoma City CC

By Mike Connell

OKLAHOMA CITY, OK, APR. 28

Chris Tucker chalked up another win at the fourth round of the Oklahoma Cross Country circuit at Motorcycle Raceway near Oklahoma City.

That's two in a row for the 1994 OCCRA overall champion, but this win did not come as easily as the last race.

The track was a six-mile loop that included portions of three motocross tracks tied together with dense woods sections. A spring cold front that arrived that morning contained a light mist that, coupled with a few dusty sections, caused the riders to deal with goggle problems all race long. Many riders complained that they were out of tearoffs midway through the first lap.

Tucker had to wait and watch as Chris Griffin holeshot the Expert class and showed the fast way around for the first two laps. Griffin was



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3rd - Dave Estok, Bartels' H-D

4th - Eric Bostrom, Bartels' H-D



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4th - Brian Gibbs, Hal's H-D

5th - Hikaru Miyagi, Bartels' H-D

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EVENTS



doing a good job of keeping his RM250 out front until a hard fall on a tabletop jump left him dazed and confused, opening the door for Tucker to take over. Tucker rode his typically smooth, fast race as he wove his way through lappers to eventually build his lead to almost three minutes. Michael Hulsey and Billy Spurlock rode strong early, but vision problems relegated them to finish a rather distant second and third, respectively. After wasting his 125 at the last event, Will Perry showed up with a new 250

and put in a good ride, finishing 30 seconds adrift of Spurlock.

The Over 30 Expert class was led off the line by Mike Connell, but Louis Blackwell motored by on a long straight to take the lead near the end of lap one. John Davis and Ray Jones moved into second and third, and that order would remain for almost half the race. Blackwell and Davis used their big 500s to open up a slight lead over Jones and Connell and would trade the lead several times until Blackwell was able

(Left) Richard Quinones soared during the CMD/Sunstar Sprockets Spring Classic in Sacramento, California. (Above) Ty Kady's 2-2 moto performances were consistent enough to net him the overall win in the 250cc Pro class during the Dunestown MX Series opener at Los Angeles County Raceway.

to make his lead stick. A mid-race encounter with a tree, and vision problems, dropped Jones from contention. At the finish, Blackwell held almost a 30-second lead over Connell and Davis, while Mike Essin recovered from an early crash to finish one minute behind Davis.

Results

O/A: 1. Chris Tucker (Kaw); 2. Michael Hulsey (Suz); 3. Billy Spurlock (Suz); 4. Will Perry (Suz); 5. Louis Blackwell (Hon).
EX: 1. Chris Tucker (Kaw); 2. Michael Hulsey (Suz); 3. Billy Spurlock (Suz).



30+ EX: 1. Louis Blackwell (Hon); 2. Mike Connell (Hon); 3. John Davis (Kaw).
INT: 1. Josh Rochester (Hon); 2. Mike Baugus (Yam); 3. David Willard (KTM).
AM: 1. Josh Rogers (Suz); 2. Justin Baldridge (Hon); 3. Craig Chapman.
NOV: 1. Brad Rogers (Suz); 2. Charles Paschal (Yam); 3. Johnny Smith (KTM).
30+ AM: 1. Derek Owens (Hon); 2. Toby Little (Yam); 3. Don Ray (Yam).
40+: 1. Bill Hulsey (Yam); 2. Randy Hemphill (Kaw); 3. Jim McCain (KTM).
SPTSMN: 1. Bobby Johnson (Suz); 2. Clinton Morgan (Kaw); 3. Dewayne Bean.
MINI: 1. Corley Jones (Hon); 2. Tony Joiner (Hon); 3. Mark Blackwell (Hon).

Quinones quick at Sacramento Motocross

By John Silva

SACRAMENTO, CA, APR. 21

Richard Quinones posted a four-moto sweep and topped both the Over 25 Amateur and Over 30 Intermediate classes at round one of the

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CMC/Sunstar Sprockets Spring Classic at Sacramento Raceway Park.

Quinones began his triumphant day by grabbing the holeshot in the Over 30 Intermediate (30+) class. Though Greg Pennington and Gary Plaatze made valiant efforts, the race belonged to Quinones both times out.

Quinones employed similar tactics in the Over 25 Amateur class, taking the moto wins over Pennington in each moto session.

In the 250cc Intermediate class, some riders show flashes of brilliance; Donovan Mitchell shines like a supernova. In his first turn on the track, Mitchell continued to dominate his class as he has throughout Northern California competition in recent months. After a great start in the first combined Pro/Intermediate moto behind the only two 250cc pros, Rick Ryan and Justin Tiearney, Mitchell rode with poise and confidence behind the more experienced riders. Ryan and Tiearney went on to place 1-2 in the moto, followed closely by Mitchell. Second Intermediate was Mike Hodges, earning runner-up only after an impressive battle with John DePaw.

In the second moto, Mitchell holeshot, then ran out in front of the entire field until Rick Ryan passed him for the lead about three-quarters of the way through the moto. A few turns later, Tiearney also slipped past Mitchell, but Mitchell still maintained a huge lead over the other Intermediates. Ryan raged on to take the Pro win, with Tiearney second and Mitchell third, for first Intermediate. Rounding out the top racers were Mike Hodges, John DePaw, Jesse Bath and Kevin Roach.

The 125cc Intermediate class was combined with the Over 25 Master class, giving the fans the first test of hot 125cc pilot Jeff Northrop head-to-head against a wily pro like Rick Ryan. The first moto was exciting but the second moto had the crowd on its feet as Northrop got the holeshot and held off Ryan for a number of laps before Ryan got down to business and put yet another, young charger in his place. Ryan ran off with it from there, followed by Northrop, but the battle was intense in the 125cc Intermediate class for second through fifth place. John DePaw eventually emerged with second, followed by Hawk White, Jarrad Fisher and Jesse Bath.

Results

25+ MSTR: 1. Rick Ryan (Suz).
 25+ AM: 1. Richard Quinones (Suz).
 VET INT: 1. Richard Quinones (Suz); 2. Gary Plaatze (Yam); 3. Kevin McMahan (Hon); 4. Mark Peters (Hon); 5. Greg Pennington (Suz).
 VET JR: 1. Richard Fox (Yam); 2. Dan Spencer (Kaw); 3. John Cummings (Suz); 4. Patrick Scullen (Suz); 5. Robert Hansen (Suz).
 VET BEG: 1. David Krawth (Hon); 2. Ned Wight (Hon); 3. Brian Bathern (Yam).
 250 PRO: 1. Rick Ryan (Suz); 2. Justin Tiearney (Yam).
 250 INT: 1. Donovan Mitchell (Yam); 2. Mike Hodges (Suz); 3. John DePaw (Yam); 4. Jesse Bath (Hon); 5. Kevin Roach (Hon).
 250 JR: 1. Rick Crenshaw (Kaw); 2. Steve Vitone (Suz); 3. Jeremy Evans (Hon).
 250 BEG: 1. Lou Lopez (Kaw); 2. Mike Cordone (Yam); 3. Cory Bunse (Hon).
 125 PRO: 1. Rick Ryan (Yam); 2. Justin Tiearney (Yam); 3. Scott Davis (Kaw); 4. Kenny Lash (Suz); 5. Cliff Cook (Hon).
 125 INT: 1. Jeff Northrop (Kaw); 2. John DePaw (Yam); 3. Hawk White (Yam); 4. Jarrad Fisher (Suz); 5. Jesse Bath (Hon).
 125 JR: 1. Jason Sturdevan (Suz); 2. Calvin Andlevec (Suz); 3. Adam Portue (Suz); 4. Aaron Burns (Hon).
 125 BEG: 1. Cory Bunse (Hon); 2. Travis MacDonald (Hon); 3. Seth Martinelli (Suz); 4. Aaron Bowman (Yam); 5. Jason Gyorkos (Hon).
 80 (14-16): 1. Mike Mason (Hon); 2. Kenny Bell (Yam); 3. Bob Begpre (Suz).
 80 (12-13): 1. Sean Hamblin (Yam); 2. Daniel Blair (Hon); 3. Jesse Olson (Hon); 4. Joshua Hansen (Yam); 5. Mikie Northrop (Suz).
 80 (7-11): 1. Eric Nye (Kaw); 2. Vincent Blair (Suz); 3. Nick Jarret (Hon).
 80 BEG: 1. Scott Stetler (Suz); 2. Kyle Marsalla (Suz); 3. A.J. Perez (Suz); 4. Jeremiah Garrer (Yam); 5. Steven Paye (Yam).
 5/MINE: 1. Mike Mason (Hon); 2. Jesse Olsen (Hon); 3. Kenny Bell (Yam).
 60 (9-11): 1. A.J. Perez (Kaw).
 60 (0-8): 1. Adam Kowalzyk (Kaw).
 50 (7-9): 1. Kyle Parino (LEM).
 50 (0-4): 1. Yogi Howard (Yam).

Kady, Anaya win Dunestown opener

By Greg Robertson

PALMDALE, CA, APR. 28

The opening round of California Racing Club's 19th annual Dunestown Series drew a large turnout of riders to do battle on the sandy Saddle Glen course at Los Angeles County Raceway.

Consistency literally paid off for Ty Kady as he picked up first-place cash in the 250cc Pro class with a pair of second-place finishes while Andy Anaya shared moto wins with Brian Sweany to claim 250cc Intermediate overall honors.

YZ250-mounted Tim Telford slid through the first turn ahead of Kady, D.J. Sweany and Bill Sauro as the first 250cc moto got started. Telford quickly pulled a one-turn advantage on Kady as Sauro overtook Sweany and started to close in on Kady. Sauro stuffed his front wheel over a big sandy berm, coming to an abrupt halt,

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EVENTS

and allowing Telford and Kady to disappear. Kady dogged Telford all the way to the checkers and ended up a bike length short. Sweany was a close third over David Evilsizer and Sauro.

Round two belonged to Sauro after he got around fast starter Telford on lap two. Kady motored his MSR/Gatorz/Pro Circuit/Motul-backed Suzuki around Telford at the midway point and cruised to the runner-up finish and first-place money. Telford stayed clear of Evilsizer to finish third and earn second-place cash.

Brian Sweany was awesome in the first 250cc race as he fought off the early attack from Colin Couto then slowly pulled away for the win. Couto and Anaya argued over second place until Couto bobbled in a corner and Anaya said goodbye. The race for third went down to the wire with Couto repassing Scott Johnson on the last lap to secure the position.

Couto and Sweany caught early second-moto leader Danny Montoya on lap two and dropped him back to third. Anaya reeled in the two front-runners at the halfway point and passed Couto for second with just a lap remaining. Anaya got a better drive coming out of a corner and was able to out-jump Sweany down the back straight to take the win.

Results

P/W (0-6): 1. William Ballesterio (Yam); 2. Shawn Butler (Yam); 3. William Luna (Yam); 4. Bryan Hatchitt (Yam); 5. David Medina (Yam).

P/W (7-9): 1. Nick Robertson (Yam).
S/STK (0-6): 1. Tanner Langham (KTM); 2. Douglas Carter (KTM); 3. Brian Stambach (KTM); 4. Blake Robertson (KTM); 5. Andrew Couto (LEM).

S/STK (7-9): 1. Ricky Hemme (Yam); 2. Tye Hames (KTM); 3. Tylor Pineda (KTM); 4. Kyle Baxendale (KTM).

MOD (0-6): 1. Tanner Langham (KTM); 2. Kahn Nicholson (KTM).

60 BEG: 1. Robert Memoli (Kaw); 2. Tylor Pineda (Kaw); 3. Tim McDaniel (Kaw); 4. Steven Hall (Kaw).

60 (0-8): 1. Edward Herring (Kaw); 2. Ryan Roybal (Kaw); 3. Ricky Hemme (Kaw); 4. Dave Carter (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Nicholas Burson (Kaw); 3. Troy Tittlemier (Kaw); 4. Ryan Weber (Kaw).

80 BEG: 1. Troy Tittlemier (Hon); 2. John Simanovich (Suz); 3. Bo Williams (Kaw); 4. Nick Berend (Suz); 5. Jared Tebo (Kaw).

80 (7-11): 1. Jason Clarletta (Suz); 2. Scott Howe (Yam); 3. Shane Smith (Hon); 4. Nick Alvarez (Hon); 5. Scott Simon (Suz).

80 (12-16): 1. Christopher Gosselaar (Hon); 2. R J Thompson (Kaw); 3. Chris Tocco (Suz); 4. Shawn Scott (Hon); 5. Kevin Gahan (Yam).

125 BEG: 1. Tim Sweany (Hon); 2. Lars Lindstrom (Hon); 3. Charles Cook (Suz); 4. Jeremy Ferro (Hon); 5. Justin Scott (Hon).

125 NOV: 1. Jason Dubin (Suz); 2. Chris Thompson (Suz); 3. Terry Gastouniotis (Yam); 4. Chris Honnold (Kaw); 5. Jason Clark (Suz).

125 INT: 1. Brian Sweany (Hon); 2. Danny Montoya (Suz); 3. Andy Anaya (Yam); 4. Chris Neitzel (Suz); 5. Tyson Taylor (Hon).

125 PRO: 1. Terrance Malan (Suz); 2. Ty Kady (Suz); 3. David Evilsizer (Suz); 4. D.J. Sweany (Hon); 5. Nick Mairose (Suz).

250 BEG: 1. Rick Antels (Suz); 2. James Morgaridge (Kaw); 3. Mark Jones (Yam); 4. Tim Watters (Kaw).

250 NOV: 1. Bryan Lamborn (Hon); 2. Chuck Kober (Suz); 3. Dan King (Yam); 4. Jason Dubin (Suz); 5. Tyler Buck (Suz).

250 INT: 1. Andy Anaya (Yam); 2. Brian Sweany (Hon); 3. Colin Couto (Hon); 4. Scott Johnson (Suz); 5. Lance Johnson (Yam).

250 PRO: 1. Ty Kady (Suz); 2. Tim Telford (Yam); 3. Terrance Malan (Suz); 4. David Evilsizer (Suz); 5. D.J. Sweany (Hon).

500 BEG: 1. Charles Galles (Kaw).

500 NOV: 1. Norm Schiel (Hon); 2. Jon Hall (Hon).

JR VET BEG: 1. Larry Lial (Suz); 2. Brian McKinney (Yam); 3. Brian Thomas (Hon); 4. Brad Pietro (Suz); 5. Pasha Ashar (Yam).

JR VET NOV: 1. Chuck Kober (Suz); 2. John Tuswer (Suz); 3. Tim Konkol (Yam); 4. Marc Barnett (Kaw); 5. Cy Prado (Kaw).

JR VET INT: 1. Michel Becke (Yam); 2. Craig Conaway (Hon); 3. Mark Higham (Yam); 4. Chris Ray (Hon); 5. C.T. Watanabe (Hon).

JR VET EX: 1. Bill Sauro (Hon); 2. Tim Telford (Yam); 3. Jon Zahrt (Yam).

VET BEG: 1. Mark Jones (Yam); 2. Roger Kaz (Suz); 3. John MacMiller (Suz); 4. Steve Ewing (Hon); 5. Marty Garner (Yam).

VET NOV: 1. Jerry Asher (Hon); 2. Steve Walker (Hon); 3. Brett Allen (Hon); 4. Eddie Rea (Yam); 5. Rick Jurado (Hon).

VET INT: 1. Craig Conaway (Hon); 2. Bruce Tebo (Hon); 3. Randy Tittlemier (Hon); 4. Joel Harriott (Yam); 5. Steve Williams (Hon).

VET EX-PRO: 1. Brad McLeod (Hon); 2. Jon Zahrt (Yam); 3. Rich Truchinski (Hon); 4. Eric Casas (Yam); 5. Ken Neitzel (Suz).

SR BEG: 1. Tim Williams (Hon); 2. Tom Patton (Yam); 3. Ted Elswick (Suz).

SR NOV: 1. Larry Thompson (Yam); 2. Chris Armstrong (Hon); 3. Sal Squeo (Kaw).

SR INT-EX: 1. Bob Shimp (Yam); 2. W.G. Wilson (Suz); 3. Leonard Liston (Yam); 4. Mark Neal (Yam); 5. Randy Anderson (Yam).

O/T NOV: 1. Phil Blackburn; 2. John Webb (Hon); 3. Frank Derby (Hon); 4. John Farrell; 5. Larry Kirsch (Hon).

O/T AM: 1. Nick Bohannan; 2. Steve Jennings; 3. Richard Bealer (Yam); 4. Ruthann Renaux (Suz); 5. John Craft (Kaw).

O/T EX: 1. Mike Ferrali; 2. Scott McDonall (Hon); 3. Bob Miller (Hon); 4. Bon Lucas (Kaw); 5. Charles Howell (Yam).

O/T MSTR B: 1. Len Liston (Yam); 2. Dennis McAdam (Kaw); 3. W.G. Wilson (Suz); 4. Bud Lewis (Yam); 5. Mike Chesbro (Hon).

O/T MSTR A: 1. Ken Renaux (Suz).

Deal dazzling at Schmit Memorial Motocross

By Tim McBride

CAMBRIDGE, MN, APR. 28

Larson's Cycle Supply-backed Adam Deal dominated the 80cc (7-11) class by winning both motos in convincing manner during the opening round of the Donny Schmit Memorial MX Series hosted by the Norseman Motorcycle Club at Cambridge MX.

While working in conjunction with the regular racing season, each District 23 club/promoter will host one round (nine events in all) in memory of the late two-time World MX Champion.

The top five finishers in each class will receive a series championship trophy. The awards will be presented on Amateur Day, August 3, during the Millville Pro National Weekend. Net proceeds from the program will be matched by the Schmit family and donated to the Aplastic Anemia Foundation.

Deal grabbed the lead shortly after the start of the first 80 (7-11) moto followed by Josh Carlson and the rest of the pack. Just after the first circuit Carlson crashed in a sharp left-hand turn and lost several positions. Meanwhile, Deal was on cruise control to his first victory of the day with Joseph Ettesvold and Jeff Van Vleet finishing second and third. Unblemished by his mis-cue, Carlson remounted and charged back into fourth place by race end.

After the first lap of the second moto, Deal was chased this time by Ettesvold. Carlson, however, was on the move, as he slid past Ettesvold on lap two in the hope of delivering a challenge to the diminutive race leader. But Deal had already opened up a comfortable margin and checked out to score win number two. Carlson's first-moto comeback earned him the "never quit" award. Combined with his second-place finish behind Deal in moto two, Carlson's first-moto heroics earned him runner-up honors overall. Ettesvold netted third overall by virtue of his 2-4 moto finishes.

Results

MICRO (4-6): 1. John Heinlein III; 2. Ryan Dungey; 3. Mike Fridger; 4. Sam Dethloff; 5. Chad Schmidt.

MICRO (7-8): 1. Lance Gassert; 2. James Lorr; 3. Justin Rump; 4. Blake Reiter.

PEE WEE: 1. John Dehn; 2. Joe Ettesvold; 3. Brett Ohlan; 4. Travis Lane; 5. Jason Johnson.

YTH: 1. Trevor John; 2. Dennis Eckstrom; 3. Jake Beissel; 4. Matt Ohman; 5. Sheldon Fratzke.

80 (7-11): 1. Adam Deal; 2. Joshua Carlson; 3. Joseph Ettesvold; 4. Scott Jendro; 5. Jeff Van Vleet.

80cc 12-13: 1. Jake Gattas; 2. Jeremy Rinerson; 3. Mark Moller; 4. Joey Cheko; 5. Collin Butze.

80 (14-15): 1. Joe Byorge; 2. Matt Ohman; 3. Chavlis Gruska; 4. Johnathan Sprague; 5. John Mold.

80 OPEN: 1. Jake Gattas; 2. Adam Deal; 3. Collin Butze; 4. Charlie Gruska; 5. John Sprague.

125 C-1: 1. Mark Arends; 2. Sheldon Fratzke; 3. Leon Gutschwiller; 4. Shawn Nelson; 5. Mike Koch.

125 C-2: 1. David Dickman; 2. Dave Guzzo; 3. Nate Siebenaler; 4. Jeff Ryder; 5. Greg Klein.

125 C: 1. Cliff Johnson; 2. Simon Tusler; 3. Mike Beissel; 4. Kelly Nyland; 5. Bob Williams.

125 B: 1. Justin Tate; 2. Dennis Eckstrom; 3. John Trevor; 4. Ron Fratzke; 5. Scott Reschke.

16-24 C: 1. Ed Lejchak; 2. Jim Nayzium; 3. Simon Tusler; 4. Mike Little; 5. Jeremy Schmidt.

16-24 B: 1. Joshua Patzlot; 2. Luke Wiitala; 3. Josh Pangerl; 4. Bill Nedeck; 5. Ron Fraizkep.

16-24 A: 1. Lee Erickson; 2. Tim Pospisil; 3. Frank Jackson.

250 C-1: 1. Charlie Niedzielske; 2. Troy Dungey; 3. Dave Wefeman.

250 C-2: 1. Ed Schubizke; 2. Jim Nayzium; 3. Chad Clark; 4. Paul Kerkes; 5. Jeremy Schmidt.

25+ C: 1. Chas Niedzielske; 2. Todd Kapsner; 3. Ken Conrad; 4. Paul Kerkes; 5. Troy Bentson.

25+ B: 1. Chris Cox; 2. Kevin Ferstenov; 3. Kirk Vesterstein; 4. Mel Hienen; 5. Pat McNamara.

25+ A: 1. Chad Winecke; 2. Mike Masters; 3. Richard Reihn; 4. Robert Irvine; 5. James Scott.

VET B: 1. Dave Spizman; 2. Troy Johnson; 3. Rick Lilleno; 4. Mike Roen; 5. Mark Deal.

50+: 1. Robert Wistedt; 2. Martin Sug.

WMN: 1. Jill Wilber.

McNamee engineers Ocala MX win

By Kyle Myers

OCALA, FL, APR. 28

Mike McNamee used a 2-1 combination to win the 250cc C class in the Southeast Area Qualifier at the Florida Motorsports Complex.

Over 215 riders from five states, Costa Rica and Panama competed on the hard-pack track.

In the first 250cc C moto John Coleman led the 11-rider field into turn one with Brandt Frenchman and McNamee following. Frenchman quickly passed Coleman for the point position and started to pull away. McNamee flew by Coleman on the second circuit and slowly reeled in leader Frenchman. With two laps to go McNamee's arms began to severely pump, and Frenchman cruised home with the moto win. McNamee crossed the line second with Jim Kersey, Coleman and Adam Therouy rounding out the top five.

In moto two Darren Bennetti grabbed the holeshot with McNamee, Kersey and Frenchman giving chase. Bennetti's lead was short-lived as McNamee sailed by on one of the downhills to move into the lead. Frenchman picked off Kersey then Bennetti and started to close in on McNamee. Frenchman then forced his way by McNamee on the uphill but stalled in the next turn as McNamee motored by and back into the lead.

Frenchman refired his machine and charged after McNamee, but time ran out. McNamee on his SPY/JT/Moto Lids/Pro Circuit RM flew across the finish line with one hand in the air to score the moto and overall win. Frenchman, Kersey and Coleman filled out the top five spots.

In other racing action Ernesto Fonseca on his



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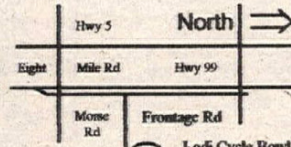
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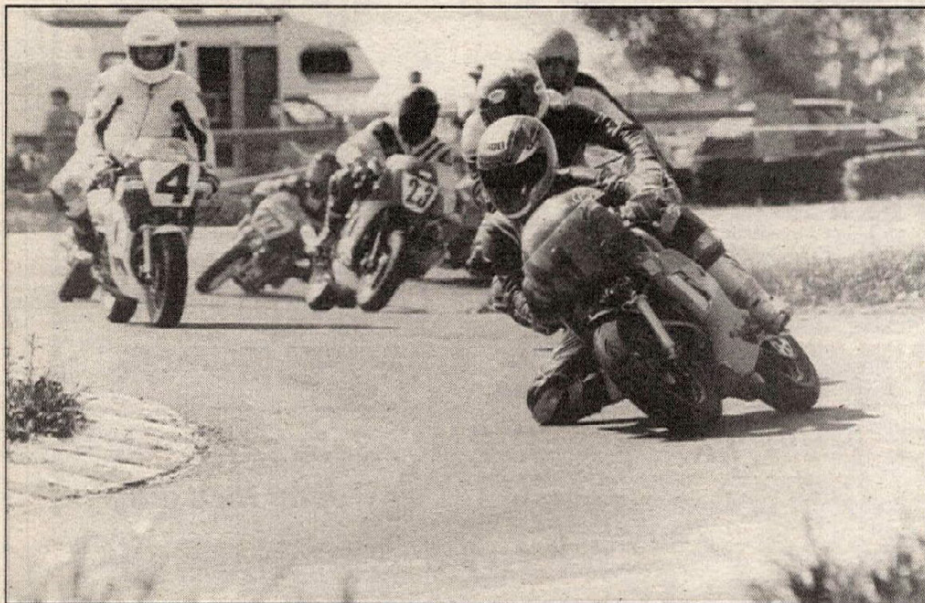


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EVENTS



(Left) Curtis Roberts leads the pack through turn one during the NCMRRA Supersport class at Prairie City SVRA in Rancho Cordova, California. (Below left) Mike Alessi (800) charged to victory in the 60cc (7-9) and 50cc (7-8) classes during the AMA Loretta Lynn's area qualifier held at California's Starwest Supercross Park.



Yamaha/BSY machine won three classes on this hot day of racing. Fonseca won all four motos in the 125cc Youth Stock and Modified classes and went 2-1 in the 125cc B Modified division to earn the overall. Fonseca's only loss came in the 125cc B Stock class where Jason Thomas won the second moto to score the win over Fonseca.

Results

P/W (4-6): 1. Robby Renner (Yam); 2. Colton Winebrenner (LEM).
P/W (7-8): 1. Jeff Lucido (Cob); 2. Wang Hayes (LEM); 3. Kyle Meeks (Cob); 4. Ricky Renner (KTM); 5. Kevin Edgar (LEM).
60 (7-9): 1. Jeff Lucido (Kaw); 2. Travis Winebrenner (Kaw); 3. Ricky Renner (Kaw); 4. Shane Barry (Kaw); 5. Kyle Meeks (Kaw).
60 (10-11): 1. James Stewart (Kaw); 2. Ryan Smith (Kaw).
80 (7-11): 1. James Stewart (Kaw); 2. Brad Bernier (Kaw); 3. Garrett Edminster (Hon).
80 (12-13): 1. Kyle Farnell (Yam); 2. Steve Binegar (Suz); 3. Maynard Patterson (Kaw); 4. Darryl Lind (Yam); 5. Brad Meeks (Hon).
80 (9-13 MOD): 1. Kyle Farnell (Yam); 2. James Stewart (Kaw); 3. Ryan Davis (Kaw); 4. Josh Faustino (Suz); 5. Brad Bernier (Kaw).
80 (14-15) STK: 1. Justin Lucido (Hon).
80 (14-15) MOD: 1. Tom Parsons (Hon); 2. Justin Lucido (Hon); 3. Ryan Davis (Kaw).
S/MINI: 1. Tom Parsons (Hon); 2. Ryan Davis (Kaw).
125 YTH STK: 1. Ernesto Fonseca (Yam); 2. Kyle Farnell (Yam); 3. Clint Shealy (Yam); 4. Mike Ivanko (Kaw); 5. Arnold Beeche (Yam).
125 YTH MOD: 1. Ernesto Fonseca (Yam); 2. Kyle Farnell (Yam); 3. Mike Ivanko (Kaw); 4. Arnold Beeche (Yam); 5. Aaron Perkins (Suz).
125 C STK: 1. Brian Cruz (Yam); 2. Buckley Schuler (Suz); 3. Mark Klich (Hon); 4. Mark Hughes (Yam); 5. Mat Shea (Suz).
125 C MOD: 1. Brian Cruz (Yam); 2. Dale Hutto (Suz); 3. Buckley Schuler (Suz); 4. Scott Moore (Suz); 5. Paul Reilly (Suz).
125 B STK: 1. Jason Thomas (Hon); 2. Ernesto Fonseca (Yam); 3. Ron Renner (Yam); 4. Ray Hansen (Suz); 5. Justin Guthrie (Kaw).
125 B MOD: 1. Ernesto Fonseca (Yam); 2. Ron Renner (Yam); 3. Jason Thomas (Hon); 4. Cory Willey (Suz); 5. Justin Guthrie (Kaw).
125 A STK: 1. Anthony Pocarobba (Suz); 2. Rudy Waller (Yam); 3. Joe DaCosta (Suz).
125 A MOD: 1. Anthony Pocarobba (Suz); 2. Rudy Waller (Yam); 3. Jason Dadds (Yam); 4. Jeff Cernic (Suz).
250 C: 1. Mike McNamee (Suz); 2. Brandt Frenchman (Hon); 3. Jim Kersey (Kaw); 4. Les Evans (Yam); 5. John Coleman (Suz).
250 B STK: 1. Jason Thomas (Hon); 2. Justin Guthrie (Kaw); 3. Ryan Thomas (Kaw); 4. Steve Dumond (Yam).
250 B MOD: 1. Justin Guthrie (Kaw); 2. Jeff Nielander (Hon); 3. Travis Willis (Suz); 4. Jason Thomas (Hon); 5. Ryan Thomas (Kaw).
250 A STK: 1. Anthony Pocarobba (Suz); 2. Gary Koptak (Mac); 3. Joe DaCosta (Suz); 4. Jeff Cernic (Suz); 5. Dave Fautino (Suz).
250 A MOD: 1. Anthony Pocarobba (Suz); 2. Jason Dadds (Yam).
OPEN B/C: 1. Jeff Killian (Hon); 2. Mark Bazinet (Kaw); 3. Russell McCallister (KTM); 4. Jim Edgar (KTM).

25+ 1. Earl May (Kaw); 2. Lee McIlvaine (Yam); 3. Willis Brock (Hon); 4. Billy Wood (Yam); 5. Tim Stokes (Hon).
VET B: 1. Billy Wood (Yam); 2. Chris Douthitt (Hon); 3. Steve Dye (Kaw); 4. Bryan Friday (Yam); 5. Tim Stokes (Hon).
VET A: 1. Earl May (Kaw); 2. Lee McIlvaine (Yam); 3. Pietro Palladino (Kaw).
40+: 1. Chris Douthitt (Hon); 2. Woody Strickland (Kaw); 3. Eric Lindstrom (Kaw); 4. Dennis Rokosky (Suz); 5. Len Edgar (KTM).
50+: 1. Rufus Sallas (Suz).

Carlson clan cans Delta MX

By Carl Davis

DELTA, OH, APR. 27

The Carlson duo of Jeff and Eric took control of the Vintage-1989 class taking the top finishing positions at Delta Raceway's season-opening race of the MRA 1996 series.

Jeff Carlson rode a strong race, bettering his father by a comfortable margin while his Eric also had a good ride going, taking the runner-up spot. The saying that old Hondas never die was evident as both of Carlson's machines performed well over the tough Delta track.

A somewhat light rider turnout gave those riders that were there a well-prepped track and nice long motos.

In the 80cc Novice class there was some exciting racing as Ryan Richardson put on a great charge through the pack to claim second after a hard-earned ride. Richardson's first-moto start had himself hung up in the gate while the rest of the pack was long gone. Ryan Ross motored out front to a commanding lead while Mike Simon and Chris Talbot battled over second and ended the moto in that order with Richardson moving into fourth by the motos end. Moto two was a great battle with Ross out front again while a melee ensued between Simon, Talbot and Richardson. Richardson put a slick move to the inside through the double-jump bowl turn section to move into second while Simon slipped back to fourth. The trio stayed close to the finish with Ross winning by a margin and Richardson taking second overall and Talbot third.

Scott Donaldson put his machine into the lead of the 125cc Beginner division first moto and cruised to the win with a good battle behind him

involving James Gray and Ryan Bauman. The second-moto finish was awesome as Gray dived under in the last turn to take Bauman by a wheel at the finish line to nail down second overall.

Results

50 (4-6): 1. Cameron Martinez (Yam).
50 (7-8): 1. Liam Murphy (Kaw); 2. Adam Behringer (Yam); 3. Justin St. Clair (Yam); 4. Courtney Knirk (Yam).
50 SUP: 1. Glenn Smith (LEM).
60 (7-11): 1. William Hicks (Kaw); 2. Steven Carnahan (KTM).
85 BEG: 1. William Hicks (Kaw); 2. Matthew Ross (Hon); 3. Ryan Bennett (Kaw); 4. Stephen Laing (Hon); 5. Paul Laing (Hon).
85 NOV: 1. Ryan Ross (Hon); 2. Ryan Richardson (Hon); 3. Chris Talbot (Suz); 4. Mike Simon (Yam); 5. Craig Simpkins (Suz).
125 JR: 1. Jimmie Johnson (Suz); 2. John Maher (Yam); 3. Mike Mercer (Suz); 4. Billy Dittman (Kaw); 5. Neil Carlson (Hon).
125 BEG: 1. Scott Donaldson (Hon); 2. James Gray (Hon); 3. Ryan Bauman (Hon); 4. Jason Frazier (Kaw); 5. Todd Neal (Suz).
125 NOV: 1. Matt Lasco (Suz); 2. Brandon Fritts (Hon); 3. James King (Yam); 4. Gabriel Stahl (Suz); 5. David Fritts (Hon).
125 INT: 1. Matt Feasel (Kaw); 2. Dion Harnishfeger (Hon); 3. Robert Patchin (Hon); 4. Mike Turi (Suz); 5. Billy Dittman.
250 BEG: 1. Kyle Geigler (Hon); 2. Don Hickman (Hon); 3. Perry Taylor (Hon); 4. Al Remick (Kaw); 5. Jeff Geigler (Hon).
250 NOV: 1. Cory Gametsfelder (Hon); 2. James Benton (Yam); 3. Jade Lipinski (Hon); 4. Rich Burgett (Hon); 5. Mike Harris.
250 INT: 1. Brad Dixon (Kaw); 2. Tim Thompson (Hon).
125/250 PRO: 1. John Davis (Hon); 2. Rich Jubak (Hon); 3. Brett Leimeister (Yam).
16-24: 1. John Davis (Hon); 2. Brad Dixon (Kaw); 3. Matt Feasel (Kaw); 4. Matt Lasco (Suz).
30+: 1. Charles McConnell (Hon).
35+: 1. Carl Davis (Hon).
40+: 1. Carl Davis (Hon); 2. Rick Simpkins (Suz).
VINT-1989: 1. Jeff Carlson (Hon); 2. Eric Carlson (Hon); 3. Scott Covell (Kaw); 4. Jay Lasco (Hon).

Hannas handed victory at NCMRRA Road Race

By Gary Buth

RANCHO CORDOVA, CA, APR. 21

Michael Hannas finished second to Supersport-class winner Curtis Roberts yet took home the first-place trophy in what would become a day of protests and disqualifications at round three of the NCMRRA Championship, held at Prairie City.

Curtis Roberts launched from the pole position and was followed into turn one by Hannas, Jerry Johnson and Brian Harp. Roberts quickly led the charge as the field of riders negotiated through the first series of turns. As the riders climbed the back section of the course and wound their way down the corkscrew, Roberts emerged with an already-comfortable lead as he approached the main front straightaway. Both Hannas and Johnson accepted the challenge as Roberts rocketed past the main grandstand viewing area. Johnson attacked Hannas as Roberts began to pull away from the two other riders.

As Roberts checked out, Bruce Utzig began to dice with Brian Harp, who led down the main straight on lap number four. Only a bike length separated them as they entered turns two and three. Roberts, Hannas and Johnson pulled away in single file. Lap five had Utzig diving under Harp. Meanwhile, John Daker was moving up to contest fifth with Harp.

At the finish Roberts had an insurmountable lead and turned to wave backwards as he passed the start/finish line. Hannas and Johnson would follow.

These finishing positions would change after a protest was levied against Roberts' machine. The problem was that Roberts bike had steel bracing welded to the stock swingarm. This bracing according to Roberts was due to a crack and was considered on his part to be primarily cosmetic and not a performance-enhancing modification. It was judged to be a violation of Supersport class rules. Ironically, this would benefit both Hannas and Johnson, both of whom were disqualified for Stock-class modifications earlier in the day.

Results

STK: 1. Ken Takeda (Yam); 2. Dan Merlino (Yam); 3. Jamie Hughes (Yam); 4. Tim Rush (Yam); 5. Sanith Sirichandra (Yam).
S/SPRT: 1. Michael Hannas (Yam); 2. Jerry Johnson (Yam); 3. Bruce Utzig (Yam); 4. John Daker (Yam); 5. Brian Harp (Yam).
S/BK: 1. Jerry Johnson (Yam); 2. Ken Takeda (Yam); 3. Michael Hannas (Yam); 4. Jamie Hughes (Yam); 5. Brian Lewis (Yam).
80GP: 1. David George (Hon); 2. Tim Rush (Suz); 3. Tyler Sandell (Suz); 4. Mark Cozzens (Hon); 4. Pat Hush (Yam).
B/W: 1. Dan Merlino (Suz); 2. Ron Hipkiss (Hon); 3. Jeff Sheppard (Kaw); 4. James Switzer (Hon); 5. Tim Clayton (Hon).
VET OPEN: 1. Tyler Sandell (Suz); 2. Pat Hush (Yam); 3. Mark Cozzens (Hon).

VET MOD: 1. Mike Ellsworth (Yam); 2. Art Martinez (Yam); 3. Miles McGowen (Yam); 4. Eric Weller (Yam); 5. Glenn Bell (Yam).

WMN: 1. Sam Merlino (Suz); 2. Jill St. Clair (Yam); 3. Kathy Reilly (Yam); 4. Laura Douglas (Yam); 5. Brook Serpa (Yam).

NOV STK: 1. Steve Anderson (Yam); 2. Tony Callen (Yam); 3. Chris Lopez (Yam); 4. Tony Meiring (Yam); 5. Jack Alexander (Yam).

NOV S/SPRT: 1. Ron Hipkiss (Hon); 2. Steve Anderson (Yam); 3. Brian Lowe (Yam); 4. Alex Wagner (Yam); 5. Bill Rogers (Yam).

NOV S/BK: 1. Brian Short (Yam); 2. Tony Spinks (Yam); 3. Anton Lovett (Yam); 4. Alex Wagner (Yam); 5. Steve Anderson (Yam).

NOV TRPHY DASH: 1. Brian Lowe (Yam); 2. Tony Spinks (Yam); 3. Arin Jeffers (Yam); 4. Tony Callen (Yam); 5. Tyler Carlson (Yam).

McGavran runs away at Starwest Motocross

By Tony Alessi

PERRIS, CA, APR. 28

Team Honda's Bryan McGavran was the top minibike pilot after he posted overall wins in the 85cc, Stock Modified (14-15) and Supermini divisions during the AMA Loretta Lynn's area qualifier held at Starwest Supercross Park.

The area qualifier brings together local riders from the surrounding communities and gives them the opportunity to qualify for the regional event, at which top finishers from New Mexico, Arizona, Nevada, and Northern and Southern California compete for four spots in the final at Loretta Lynn's.

McGavran won five out of six motos entered, defeated only once by Billy Payne, who would not be denied victory during the opening Supermini moto.

Payne's Team Green/Pro Circuit/AXO-backed Kawasaki was up to the task in the second moto. Payne seemed to be on his way to a repeat performance, but a hard landing and a twisted wrist stopped his charge and forced him to settle for sixth in the moto.

Doug Parsons was on his way to top honors in the B divisions after he won both the 125 and 250cc Stock B classes and scored a close second in the 125cc Modified B, but a crash in the 250cc Modified B left him sidelined with a broken leg and out of the running for the regional in June.

Last year's Loretta Lynn's B-class champ Casey Lytle made the move to the A division and looks to be a big threat for the class title, winning the 125 and 250cc Modified A divisions. Lytle will no doubt be one to watch at both the regional and the final in Hurricane Hills, Tennessee, in August.

Results

51 STK (4-6): 1. Chad Gores (LEM); 2. Cole Seely (KTM); 3. Bryce Terzian (LEM); 4. Mike Meade (LEM); 5. Jared Partridge.
51 STK (7-8): 1. Mike Alessi.
60 STK (7-9): 1. Mike Alessi (Kaw); 2. Ty Marrow (Kaw); 3. Josh Grant (Kaw); 4. Jeff Loop (Kaw); 5. Andrew Petrie (Kaw).
60 STK (10-11): 1. Jesus Casillas (Kaw); 2. Matthew Beavers (Kaw); 3. Kelly Tedder (Kaw).
85 STK: 1. Bryan McGavran (Hon); 2. Billy Payne (Kaw); 3. Sean Hamblin (Yam); 4. Jonathan Shimp (Hon); 5. Tim Larnedon (Kaw).
85 MOD (9-13): 1. Chris Rogers (Suz); 2. Jonathan Shimp (Hon); 3. Bobby Bonds (Kaw); 4. Sean Hamblin (Yam); 5. Kyle Partridge (Suz).
85 MOD (14-15): 1. Bryan McGavran (Hon); 2. Tim Langdon (Kaw); 3. Billy Payne (Kaw).
S/MINI: 1. Bryan McGavran (Hon); 2. Sean Hamblin (Yam); 3. Billy Payne (Kaw); 4. Jonathan Shimp (Hon); 5. Chris Rogers (Suz).
125 STK B: 1. Doug Parsons (Suz); 2. Jiri Dostal (Suz); 3. Monte Montague (Suz); 4. Shawn Ellis (Yam); 5. Tyler Evans (Suz).
125 STK C: 1. Kevin Townsend (Hon); 2. Trent Bragg (Yam); 3. Brian Reichel (Suz); 4. Matt Carpenter (Suz); 5. Jose Polasek (Hon).
125 MOD B: 1. Josh Warner (Yam); 2. Doug Parsons (Suz); 3. Jiri Dostal (Suz); 4. Shawn Ellis (Yam); 5. Monte Montague (Suz).
125 MOD C: 1. Cody Krauss (Suz); 2. Brian Reichel (Suz); 3. Kevin Townsend (Hon); 4. Matt Williams (Kaw); 5. Lyndon Couch (Yam).
125 MOD A: 1. Casey Lytle (Hon); 2. Dustin Nelson (Kaw); 3. Chris Wheeler (Suz); 4. Casey Johnson (Kaw).
125 MOD B: 1. Tim Beatty (Yam); 2. Shawn Ellis (Yam); 3. Nathan Fookes (Kaw); 4. Doug Parsons (Suz); 5. Danny Carlson (Hon).
125 MOD (12-15): 1. Monte Montague (Suz); 2. Kevin Townsend (Hon); 3. Jery Aleman (Yam); 4. Brett Racine.
250 MOD A: 1. Casey Lytle (Hon); 2. Dustin Nelson (Kaw); 3. Chris Wheeler (Suz); 4. Casey Johnson (Kaw).
250 STK B: 1. Doug Parsons (Suz); 2. Shawn Fookes (Kaw); 3. Shawn Ellis (Yam); 4. Danny Danny Carlson (Hon).
250 STK C: 1. Lyndon Couch (Yam); 2. Cole Townsend (Hon); 3. Todd Brown (Yam); 4. Gary Trachy (Hon).
VET B: 1. Les Abernathy (Hon); 2. Marc Keech (Suz).
WMN: 1. Jamie Pamintuan (Suz); 2. Corina Chinen (Kaw).

Lutz takes Meadowlarks MX

By Carl Davis

AMHERST, OH, APR. 28

Ryan Lutz was one of the big winners when the Amherst Meadowlarks Club hosted its first motocross of the year for a packed house as several riders were looking forward to riding the new track layout, which featured many new changes made by the club.

Lutz put on an awesome show in the School-boy division, pulling out front early and tripling up over the tabletop triple-jump section to secure a healthy lead over Zeb Kozar, who

maintained a good pace over Ryan Edixon and Matt Macan.

In moto two Lutz took little time in moving into the lead by the end of the first lap to win again by a good margin. Kozar put in two good consistent rides for second overall.

The largest class of the day was the 125cc Novice division as a full gate of riders provided some exciting action. Justin Sabo took control in moto two after moto-one winner Jay Echstenhamp ran into trouble. Downed riders were scattered around the track as the technical whoop section took out a number of riders. Sabo fought off the advances of Jason Galata and Brian Karasevic to claim the overall win with Karasevic taking second. Galata motored home in third with Echstenhamp holding off Mike Dauch to round out the final order.

A good bunch of Micro Senior riders blasted off the start gate with A.J. Hattery leading the pack. Hattery had his LEM dialed in to take a well-deserved win. Greg Kamininski moved his Cobra into second holding off Brad Twining and Mike Brown's KTMs in the process.

Results

50 (4-6): 1. Damon Bauer (Yam); 2. Damon Bauer (Yam).
50 (7-8): 1. A.J. Hattery (Lem); 2. Greg Kamininski (Cob); 3. Brad Twining (KTM); 4. Mike Brown (KTM); 5. Greg Kamininski (Cob).

60 (7-11): 1. Troy Gould (Kaw); 2. Carl Schlaet (Kaw); 3. A.J. Hattery (Kaw); 4. Broc Bauer (Kaw); 5. Scott Garmek (Kaw).
80 JR: 1. Troy Gould (Kaw); 2. Tyson Leggett (Kaw); 3. Kyle Polter (Kaw); 4. Carl Schlaet (Kaw); 5. Kyle Baker (Kaw).

80 SR: 1. Paul Kissing (Suz); 2. Justin Leiby (Hon); 3. Mike Grakauskas (Kaw); 4. Hugh Martin (Hon); 5. Nick Meli (Kaw).

80 SUP: 1. Pat Deangel (Kaw); 2. Tyson Leggett (Kaw); 3. Justin Leiby (Hon); 4. Kyle Barker (Kaw); 5. Nick Meli (Kaw).

SB: 1. Ryan Lutz (Hon); 2. Zeb Kozar (Suz); 3. Ryan Edixon (Yam); 4. Matt Macan (Suz); 5. Keith Ferry (Suz).

125 C: 1. Justin Sabo (Kaw); 2. Brian Karasevic (Suz); 3. Jason Galata (Hon); 4. Jay Echstenhamp (Suz); 5. Mike Dauch (Hon).

125 B: 1. Karl Scott (Kaw); 2. Jason Rogers (Hon); 3. Brian Karnow (Kaw); 4. Trent Heller (Hon); 5. Brian Belsole (Hon).

125 A: 1. Vince Karnow (Kaw); 2. Eric Nepodal (Suz); 3. Jake Davis (Hon); 4. Rich Jubak (Hon).

250 C: 1. Steve Smith (Suz); 2. James Gorby (Suz); 3. Carl Musat (Hon); 4. Mike Croskey (Hon); 5. Mike Born (Hon).

250 B: 1. Brian Karnow (Kaw); 2. Jason Rogers (Hon); 3. Shane Smith (Suz); 4. David Jones (Kaw); 5. J. Ruper (Suz).

250 A: 1. Vince Karnow (Kaw); 2. John Davis (Hon).

500: 1. Robin McClain (KTM); 2. Jim Shok (KTM); 3. Ralph Geiss (KTM).

25+ : 1. J. Ruper (Suz); 2. Shane Smith (Suz); 3. Santino Parisi (Suz); 4. Brian Belsole (Hon); 5. David Jones (Kaw).

30+ : 1. David Fletterick (Hon); 2. Ken Frankenberry (Hon); 3. Rick Boepple (Suz); 4. Steve Wilmington (Kaw); 5. Bill Pizzino (Yam).

40+ : 1. Carl Davis (Hon); 2. Dave Utizio (Suz); 3. Tom Stevens (Hon); 4. Mike Isner (Hon); 5. Garth Grob (Suz).

WMN: 1. Sheryl Blair (Hon); 2. Angela Lakin (Hon); 3. Jennifer Roberts (Suz).

EXTRA: 1. Jake Davis (Hon); 2. Trent Heller (Hon); 3. Chris Ferguson (Suz); 4. Zeb Kozar (Suz); 5. Eric Stevens (Hon).

BMBR: 1. Carl Davis (Kaw); 2. Jeff Bryant (Kaw); 3. Mike Resinger (Hon).

Holt hot at Barona Speedway

By Wayne Hosaka

RAMONA, CA, APR. 27

Brad Holt continued his unbeaten streak as he easily won the 250cc Pro main for the third time this season at Barona Speedway.

Holt took the lead from the start in the 250cc Pro main event and was gone. Former national number 11 Jim McMurren held second over John Dupree and Steve Gorby. Dupree was riding the high groove, McMurren was riding low, and Gorby was putting the pressure on from behind. At the finish, Dupree had a comfortable lead over McMurren but had not cut into Holt's winning margin.

The race fans were on their feet as the riders rolled out for the Open Pro main event. Travis Petton and John Dupree jumped the gun and were sent to the penalty line. On the restart, John Garcia grabbed the lead over Holt with Peluso, Nolin, and Aragon following. Petton was up to fifth by the second lap with Dupree right behind. On lap three, coming out of turn two, Holt got into a big sideways. Petton and Dupree did not hesitate and shot into second and third place with Nolin following. Garcia was riding smoothly a full straightaway ahead when the crossed flags were displayed. Petton made his move; Dupree fell back. Every lap Petton knocked a couple of bike lengths off Garcia's lead until, with one lap to go, he was all caught up. Squaring off turns three and four, Petton got a drive on Garcia and pulled alongside him as they approached the white flag. Garcia was positioned perfectly on the outside and held his line as they entered turn one. Petton went for the win and drove in under the Honda. Garcia held his line. Petton put the Rotax on its cases to avoid contact but caught a rut and high-sided heavily. Garcia went on to the win with Dupree a distant second and Nolin third. Petton ended up with a punctured lung and three broken ribs.

Results

SPTSMN: 1. Richard Pollock (Hus); 2. Charlie Phillips (Yam); 3. Keith Lynas (Oss).

250 PRO: 1. Brad Holt (Bul); 2. John Dupree (Oss); 3. Jim McMurren (Yam).

OPEN PRO: 1. John Garcia (Hon); 2. John Dupree (Rtx); 3. Robbie Nolin (Yam).

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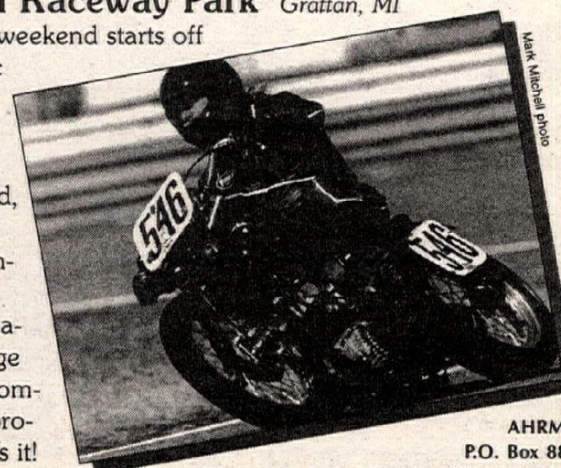
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No purchase necessary. Fill out the official entry form (or a 3" x 5" facsimile), including your name, address, city, state, ZIP, and phone number. Entries (one per person, please) must be received by Cycle News Inc. by May 28, 1996. Final drawing will be held on May 31, 1996. The odds of winning will be determined by the number of entries received. All entries become the property of Cycle News Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. Subject to all local, state and federal regulations. Winner shall be required to sign a statement releasing Cycle News Inc. and all contest sponsors from any damages or injuries in conjunction with sweepstakes prizes. Tax, registration and transportation are the responsibility of the winner. By accepting the prize, the winner agrees to accept responsibility for all licensing, registration, and tax requirements. No substitute prize given nor cash equivalent paid. If minor wins the prize, it will be awarded to the parent or legal guardian. In accepting the prize, the winner grants Cycle News Inc. permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News Inc., Yamaha Motor Corp., THOR/Parts Unlimited, SRO Motorsports, Pace/SuperSports, and their dealers/agencies and their families are not eligible.

RESULTS

Motocross
Dexter Invitational
Round 2
Fossil Bowl
Clarkia, ID
April 28
By Butch Pharness

AUTO
Logan Shelden Yam
Guy Tow LEM
Tanner Blevins Yam
Sam Deatley LEM
Ry Hasselstrom Yam
JR MINI
Brandon Baker Kaw
Nate Hartel Kaw
Ryan Dunn Kaw
Guy Tow Kaw
Logan Shelden Kaw
80 BEG
Tim Silflow Suz
Chuck Compton Yam
Mark Wallace Suz
Willy Harris Yam
Bryan McGinny Suz
80 (9-11)
Brandon Baker Kaw
80 (12-16)
Anthony Eppers Kaw
Dustin Pharness Hon
Cody Beck Hon
Brian Moretz Yam
Justin Hall Yam
S/MINI
Anthony Eppers Kaw
Dustin Pharness Hon
Cody Beck Hon
Bran McFarland Kaw
Joe Poe Kaw
125 BEG
Scott Heaton Kaw
Eric Bakre Suz
Ed Branson Hon
Brad Hamburg Kaw
B. McLaughlin Yam
125 JR
Mike Corder Kaw
Mike Storey Hon
Jeremy McFarland Hon
Nate King Suz
Charlie Grieser Hon
125 INT
Marc Henderson Suz
Mike Storm Kaw
125 PRO
Jimmy LaMastus Hon
250 BEG
Josh Charles Hon
Jason Rains Yam
Brent Larsen Kaw
Jim Magallon Yam
Brad Ruder Hus
250 JR
Travis Hanson Hon
Duke Ross Kaw
Clay Hawks Kaw
250 INT
Scott Eaton Kaw
John Franklin Yam
250 PRO
Doug Miller Hon
OPEN JR
M. Heimbigner Hon
Frank Behing Hus
Ross Neapass Hon
OT
Doug Peery Hon
Mike LaMastus Yam
40+
Doug Mattson Hon
Jack Hanson Hon
R. Hasselstrom Yam
Ron Crumley Suz

David Harvey Yam
Don Hodgson Kaw
SR EX
Peter Crowell Kaw
Gary Callager Suz

Road Racing
Coos Bay
International
Speedway
Coos Bay, OR
April 23

750 S/SPRT
Gage Freeman Hon
Shon Hart Hon
Aaron Bean Hon
Kevin Lafavor Kaw
Patrick Sanford Hon
600 S/SPRT
Aaron Bean Hon
Gage Freeman Hon
Patrick Sanford Hon
Shon Hart Hon
Stephen Pugsley Hon
YSR
Scott Halvorsen
Ken Stanley
Patrick Sanford
Kevin Lafavor
Wesley Dobias
SCL
Dan Nebelsick Yam
Phil Beck Hon

Road Racing
OMRRA
Portland International
Raceway
Portland, OR
April 28

OPEN S/SPRT
Joe Pittman Yam
Jon Burtness Yam
Murray Clift Suz
Scott Gooch Yam
John Dugan Suz
750 S/SPRT
Shawn Roberti Kaw
Jon Burtness Yam
James Moore Yam
Joe Pittman Yam
Murray Clift Suz
600 S/SPRT
Shawn Roberti Kaw
James Moore Hon
Don Becklin Hon
David Cook Hon
Aaron Gwin Hon
450 S/SPRT
Mike Orin Yam
Simon Smith Yam
Kevin Normet Yam
Michael Callahan Yam
Mark Gardiner Yam
OPEN S/BK
Joe Pittman Kaw
Keith Pinkstaff Kaw
Jon Burtness Yam
John Dugan Suz
Neville Redman Hon
750 S/BK
Joe Pittman Kaw
Shawn Roberti Kaw
Jon Burtness Yam
James Moore Yam
Neville Redman Hon
250 GP
Karl Schenk Yam
David Kaagan Yam
Scott Martin Yam
Robert Reich Yam
600 S/BK
Shawn Roberti Kaw
James Moore Hon
Don Becklin Hon
David Cook Hon
Aaron Gwin Hon
M/W S/BK
James Moore Yam
Rich Schuerman Yam
Grant Yanik Yam
Rick Thompson Yam
Nobi Iso Hon
125 GP
Nobi Iso Hon
Toby Jorgensen Hon
Richard Matthews Hon
John Bowman Hon
Graham Buck Hon
450 S/BK
Rich Schuerman Yam
Rick Thompson Yam
Grant Yanik Yam
Mike Wassmiller Yam
Wayne Chan Yam
L/W S/BK
Bob Martin Hon
Phil Holden Kaw
Jeffrey Earls Kaw
Jon Lacey Yam
Ron Teal Yam
ULT/L S/BK
Kurt Sager Yam
Wayne Chan Hon
Ralph Yenne Hon
Jon Lacey Yam
Ken Pruett Yam
OPEN GP TW
George Ledwith Duc
Kenneth Botham Hon
John Clemens Yam
Del Knysh Kaw
Eric Dye Hon
650 GP TW
John Clemens Yam
Del Knysh Kaw
Eric Dye Hon
Briggs Willoughby Hon

Supercross
B&L Supercross
Sacramento, CA
April 12

50 BEG (4-6)
Brian Foster Yam
Tyson Shawcroft Yam
Bobby Howard Yam
50 BEG (7-9)
Stenson Womack Yam
Jim Breneisen Yam
Tommy Morin Yam
60 BEG (9-11)
Adam Kowalczyk Kaw
Allen Kenyon Kaw
Kenny Ingalls Kaw
80 BEG
Jeremia Gerber Yam
Cam Foster Kaw
Timothy Gibbons Kaw
80 NOV
Jesse Dawson Hon
125 BEG
Cory Bunse Hon
Derek Carlson Kaw
Carlos Mendez Hon
Cameron Stephens Yam
Jim Breneisen H-D
125/250 EX
Cliff Cook Hon
250 BEG
Robert Austin Mon
David Highfill Kaw
Craig Nilsson Hon
Dale Eckhardt Kaw
Wade Pine Hon
250 INT
Jeff Brownlee Suz
Kevin McMahon Yam
VET BEG
Marty Matthews Yam
David Knauth Hon
Clark Plummer Hon
VET NOV
Robert Austin Hon

James Campbell 883	Duc	Tim Alarcon SR A	
Eric Disch	H-D	Fred Vertucci	
Mike Wasseniller	H-D	Robert Hansen	
John Wicewicz	H-D	Cliff Coates	
Donald Paul	H-D	SR B	
Sam Solomon	H-D	Steve Parker	
CLSSC S/BK		John Cummings	
Bardsley Donovan	Yam	Terry Hamness	
Bob Martin	Hon	SR C	
Darryl Williams	Yam	Oscar Sheets	
Mark Beck	Yam	Tim Cohee	
Craig Kennett	Kaw	Brian Bertsch	
OPEN VINT		500 C	
David Kaechele	BMW	William Artau	
Matthew O'Conner	Hon	Michael Renner	
Leslie Cook	Nor	Tony Rodriguez	
David Morgan	Hon		
Don Freeman	Tri		
Matt Vogler	Ben		
500 VINT			
Karl Gaines	Hon		
Mark Leslie	Hon		
Eric Sowie	Hon		
Matthew O'Conner	Hon		
James Robinson	Duc		
250 VINT			
Chris Kerber	Aer		
Larry Cowling	Duc		
Bruce Bille	Yam		
NOV			
Joseph Kilbourne	Yam		
Mark Gulin	Hon		
Matt Schreiner	Hon		
Dave Landes	Hon		
Wesley Kentch	Hon		

Motocross
Hangtown Sportsman
Races
Sacramento, CA
May 4
By Steve Rooney

125 A		Ken Martin	Yam
Justin Quinn		Bill Cole	Yam
125 B		Bill Lillis	Yam
Jeff Northrup		Tim Cochran	Yam
Brett Racine		Tom Hughey	Yam
Jerry Aleman		STK EX	
125 C D-1		Scott Moxey	Yam
John Zinda		Dave Wheeler	Yam
Danny Ornelas		Chad Wasileski	Yam
Mike Andersen		Paul Petrun	Yam
125 C D-2		Marty Adams	Yam
John Sanders		WERKS	
Michael DiLoreto		Merle Eschman	Yam
Craig Truglio		Mary Jane Massi	Yam
80 A		Paul Masich	Yam
Bryan McGavran		Chad Williams	Yam
Doug Leavitt		Vinnie Chambers	Yam
80 B			
Ryan Morais			
Daniel Blair			
Mike Mason			
250 A			
Mike Johnson			
Cliff Cook			
Levi German			
250 B			
Jerry Aleman			
Andy Anaya			
Donovan Mitchell			
VET C			
Ed Vitelli			
Jim Dakkara			
Phil Rose			
80 C			
Michael Patterson			
Jason Ciarletta			
Jon Replogue			
4-STRK D-1			
Bob Hicks			
Todd Rayback			
Shaun Wilcox			
4-STRK D-2			
Andy Anaya			
Paul Hart			
Dan Soldano			
4-STRK D-3			
Shawn Walkingstick			
Ron Hess			
Keith Lindsay			
25+ A			
Willy Musgrave			
Randy Medley			
C.T. Watanabe			
25+ B			
Mike Hodges			
Kevin Hunt			
Shad Echelberger			
25+ C			
Rob Healy			
Richard Stoner			
Jay Pavlovic			
500 B			
David Pile			
Kevin Green			

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be type-written, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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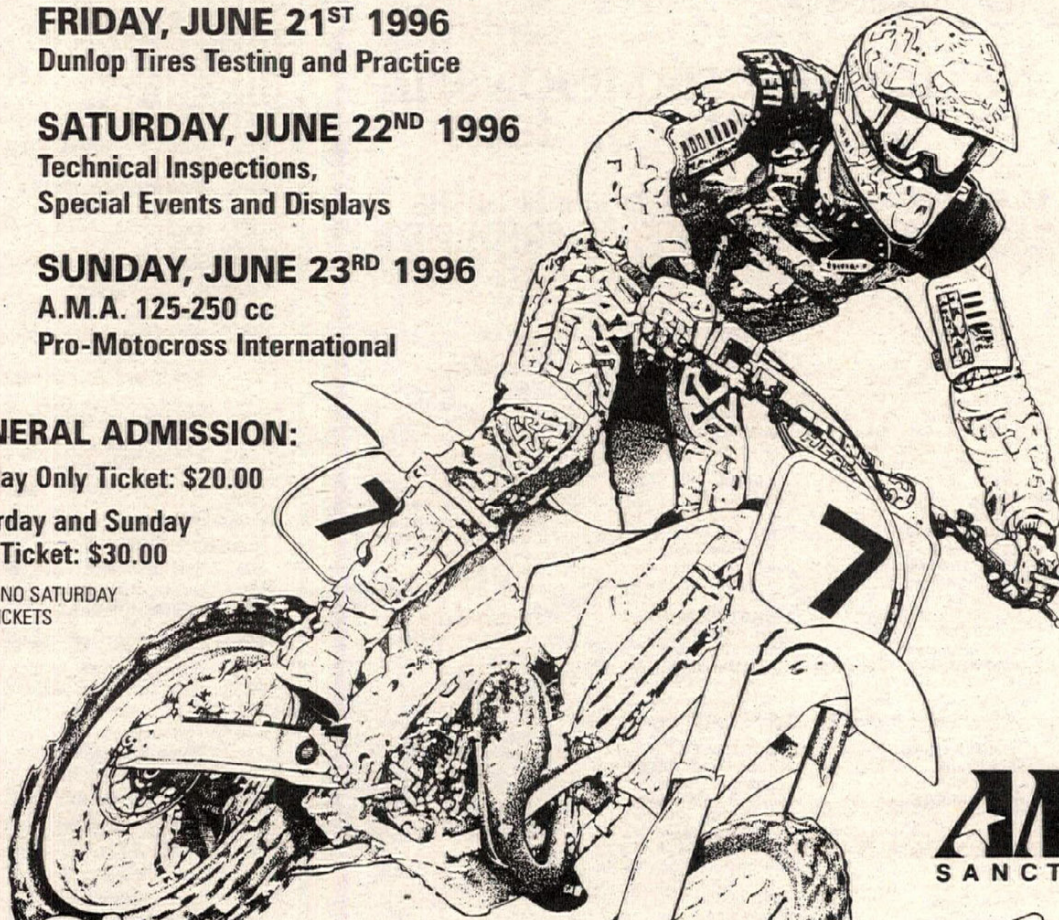
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A.M.A. 125-250 cc
Pro-Motocross International

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Saturday and Sunday
Only Ticket: \$30.00

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6-23 Delmont, Pa

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Dan Matthews
602/849-1572
5-18 Eloy, Az
5-25 Phoenix, Az
6-1 Eloy, Az
6-8 Phoenix, Az
6-15 Eloy, Az
6-29 Phoenix, Az

CAROLINAS
Connie Hedrick
704/483-0772
4-28 Wythville, Va
5-26 Hendersonville, NC
5-4 Blountville, Tn
5-5 Blountville, Tn

CENTRAL
Juanita Basinger
913/842-8272
5-26 Great Bend, Ks
5-27 Great Bend, Ks
6-9 Great Bend, Ks

CIMARRON
Neil Reid
405/733-0341
5-5 Ok. City, Ok
5-12 Ok. City, Ok
5-26 Welch, Ok
6-2 Ok. City, Ok
6-9 Ok. City, Ok
6-30 Welch, Ok

DIXIE
Cary Morris
601/365-8307
5-5 Milan, Tn
5-12 Baldwin, Ms
5-19 Somerville, Tn

EASTERN
John Hooper
410/273-0541
5-19 Hanover, Pa
5-26 Budds Creek, Md
6-5 Budds Creek, Md

FINGER LAKES
Erv Braun
607/737-1904
5-5 Binghamton, NY
5-12 Clifford, Pa
5-19 Binghamton, NY
6-2 Clifford, Pa
6-16 Clifford, Pa

DAKOTAS
Monte Barnes
701/838-1268
5-5 Dickinson, ND
5-19 Donnybrook, ND
6-2 Bismarck, ND
6-8 Arvilla, ND
6-9 Arvilla, ND
6-16 Underwood, ND

VIKING
Chip Donaho
612/451-8401
5-5 Staples, Mn
5-12 Mazepa, Mn
5-27 Staples, Mn
6-16 Deer River, Mn
6-23 Mora, Mn
6-30 Staples, Mn

MIDWEST
Denny Bartz
309/792-5813
5-12 Salem, Il
5-26 Kahoka, Mo
5-27 Kahoka, Mo
6-23 Salem, Il
6-30 Salem, Il

NEBRASKA
Jeff Ferrin
402/572-7196
5-5 Westmoreland, Ks
5-19 Ashland, Ne
6-2 Ashland, Ne
6-16 Westmoreland, Ks

NORTH CENTRAL
Bruce Blake
616/554-8071
6-1 Buchanan, Mi
6-2 Buchanan, Mi
6-29 Rochester, In
6-30 Rochester, In

NORTHWEST
Jannice McAlister
208/667-7905
5-5 Richland, Wa
5-19 Connell, Wa
5-26 Spokane, Wa
6-2 Onalaska, Wa
6-29 Port Angeles, Wa

OHIO
Jeff Sanders
216/262-4945
5-11 Malvern, Oh
5-19 Malvern, Oh
6-1 Malvern, Oh
6-9 Malvern, Oh
6-22 Malvern, Oh

TENNESSEE
Rick Lytton
615/537-3776
5-15 I-40, Tn
6-8 I-40, Tn
6-29 I-40, Tn

GEO/FLORIDA
Nick Devillo
(904) 944-4794
6-1 Milton, FL
6-15 Milton, FL
6-29 Milton, FL

OKLAHOMA
Joe Harris
918/254-1661
5-11 Springfield, Mo
5-19 Springfield, Mo
5-27 Little Rock, Ar
6-2 Ft. Smith, Ar

ROCKY MTN.
Jim Harmon
303/922-6964
6-2 Cheyenne, Wyo
6-9 Colo. Springs, Co
6-16 Pueblo, Co
6-23 Berthoud, Co
6-30 Colo. Springs, Co

SOUTHWEST
Clyde Bucklew
505/822-9170
4-28 Albuquerque, NM
5-19 Albuquerque, NM
6-23 Albuquerque, NM

SILVER STATE
Robert Hansen
702/267-4392
5-19 Carson City, Nv
6-7 Carson City, Nv
6-14 Carson City, Nv
6-21 Carson City, Nv

TEXAS
Van Weygandt
214/667-6107
4-20 Houston, Tx
5-4 Whitney, Tx
5-17 Mosier Vly, Tx
6-8 Burleson, Tx

WYOMING
Tim Stafford
307/682-0506
5-5 Lusk, Wyo
5-12 Gillette, Wyo
5-26 Laramie, Wyo
6-16 Casper, Wyo

NEW ENGLAND
Dave Veracka
508/584-1451
5-25 Derby, Vt
6-1 S. Berwick, Me
6-16 S. Berwick, Me

NMA RIDER BIKE CLASSES

50 P. Wee Stk. Thru 6	125 Stk. Beg.
50 P. Wee Mod. Thru 6	125 Mod. Beg.
50 P. Wee Stk. 7-8	125 Stk. Nov.
50 P. Wee Mod. 7-8	125 Mod. Nov.
50 Super PW Mod. 6-9	125 Stk. Inter.
60 Jr. Cycle Stk. 6-8	125 Mod. Inter.
60 Jr. Cycle Stk. 9-11	125 Stk. Pro
60 Jr. Cycle Mod. 6-11	125 Mod. Pro
80 Stk. Thru 11	250 Stk. Nov.
80 Mod. Thru 11	250 Mod. Nov.
80 Stk. Beg. 12-16	250 Stk. Inter.
80 Stk. 12-13	250 Mod. Inter.
80 Mod. 12-13	250 Stk. Pro
80 Stk. 14-16	250 Mod. Pro
80 Mod. 14-16	Plus 30 Non-Pro
Super Mini Thru 16	
125 Open Thru 16	
(Non-Pro)	

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World Championship Road Race Series

5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series

6/16 Monza, Italy, Rnd 4
6/30 Brno, Czech Republic, Rnd 5
7/21 Laguna Seca, USA, Rnd 6
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series

7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series

5/19 Kaposvar, Hungary, Rnd 5
6/2 Halim Jakarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Maribor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series

6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg, San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzerl, Rnd 14

World C'ship 500cc MX Series

6/2 Sverep, Slovakia, Rnd 5
6/16 Leirup, Netherlands, Rnd 6
7/20 Kramolin, Czech Republic, Rnd 7
7/31 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkdange, Lxmbg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series

5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series

5/18 Wroclaw, Poland, Rnd 1
6/1 Lonigo, Italy, Rnd 2
7/1 Pocking, Germany, Rnd 3
8/10 Linkoepping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vejens, Denmark, Rnd 6

International Six Day Enduro

8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix

6/16 Jinin, Czech Republic
7/14 Rijksevoersel, Belgium
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations

9/15 Jerez, Spain

Trials des Nations

8/31-9/1 Kinner, Sweden

AMA Grand Nat'l C'ship Series

5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 East Moline, IL, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series

5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/22 Sedalia, MO, Rnd 5
7/6 Lake Odessa, MI, Rnd 6
7/14 Du Quoin, IL, Rnd 7
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Supercross Series

5/18 Denver, CO, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series

5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series

6/8 Boise, ID, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series

9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series

5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 11

North American Sport Bike Series

5/18-19 Brainerd, MN, Rnd 4
6/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series

5/18-19 Brainerd, MN, Rnd 4
6/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series

6/23 West Greenwich, RI, Rnd 5
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series

5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3

AMA National Championship Hare Scrambles Series

6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series

6/2 Java, NY
6/9 Sodas, NY
6/30 Derkshire, NY
7/7 Owasco, NY
7/14 Little Falls, NY
7/28 Little Genesee, NY
8/11 Rew, Pa

9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series

9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series

5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series

5/19 Middlebury, IN, Rnd 1
6/2 Jefferson, PA, Rnd 2
6/9 Freemansburg, PA, Rnd 3
6/16 Avoca, NY, Rnd 4
6/23 Danville, WV, Rnd 5
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series

6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert

5/31-6/1 Ensenada, BC, Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series

6/29-30 Mount Olive, IL, Rnds 2 & 3
7/6-7 Jasper, TN, Rnds 4 & 5
8/24-25 Donner, CA, Rnds 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

Championship Cup Series

Florida Region
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL

8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region

5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region

5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region

6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WEA Regional C'ship Series

South Central Region

5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region

6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region

5/18-19 Mount Meridian, IN
7/6-7 Mount Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN

Northeast Region

6/29-30 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region

6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WEA National

Challenge Series

5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WEA National

Endurance Series

5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WEA Vintage Series

5/18 Mount Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Faulkville, GA, Rnd 13
* 6/2 College Station, TX, Rnd 14
6/7-9 Hallett, OK, Rnd 15
6/29 Garrettsville, OH, Rnd 16
* 7/6 Mount Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garrettsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
* double point race
Info 407/831-7736

AHRMA Historic Cup Series

6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI

9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series

6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series

6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series

5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series

5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series

5/18 Hanford, CA
6/8 Budds Creek, MD
6/9 Cumberland, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Midwest Regional MX Series

5/18 Collins, MO
5/26 Lamoni, IA
6/2 Fredonia, KS
6/15 Grattan, MI
6/29 Peoria, IL
7/14 Mitchell, IN
7/20 Lexington, OH
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series

6/23 Eugene, OR
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series

5/17 Hanford, CA, Rnd 4
5/18 Hanford, CA, Rnd 5
7/14 Brentwood, CA, Rnd 6
7/19 Quincy, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA C'ship Enduro Series

6/2 Wrentham, MA
6/9 Somers, CT
6/23 W. Greenwich, RI
7/21 Oxford, MA
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wrentham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series

5/19 Chepachet, RI
6/16 Thomaston, CT
6/30 Chelsea, VT
7/7 Union, CT
7/14 Windsor, MA
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA

9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series

5/19 W. Greenwich, RI
6/8-9 Loudon, NH
7/20-21 Adams, MA
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series

6/15 Thomaston, CT
6/22 Southampton, MA
7/6 Union, CT
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonet, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series

6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series

5/19 Clanton, AL
6/2 Laurel, MS
6/16 Fort Polk, LA
6/30 Goodman, MS
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series

9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series

5/19 Columbus Junction, IA
6/2 LaSalle, IL
6/8-9 Wichita, KS
6/16 Indianapolis, IN
6/23 Sedalia, MO
6/29-30 Cambridge, MN
7/5 Lake Odessa, MI
7/13 Rapid City, SD
7/14 Casper, WY
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Lexington, OK
10/14 Del Mar, CA
Info 918/836-6999

SETRA C'ship Enduro Series

5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit

5/19 Flatriver, MO
6/9 Henryette, OK
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit

5/26 Limon, CO
6/9 Buena Vista, CO
6/23 Upton, WY
7/14 Rand, CO
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series

6/22 Palmdale, CA
7/13 Fallon, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

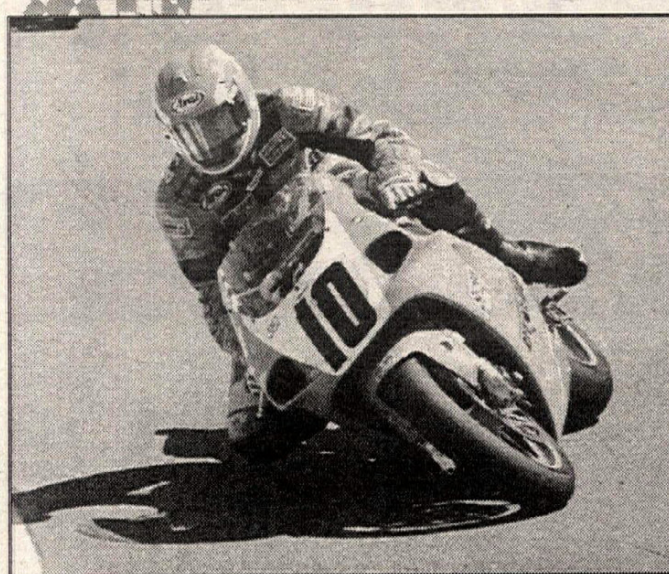
Canadian Supercross Series

9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series

6/1 Bedford, PA
6/16 Hampton, VA
7/7 Hampton, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA

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Fri.: 7 a.m. Gates Open
11 a.m. Pro Practice
2 p.m. Amateur Practice
6 p.m. Amateur Supercross

Sat.: 8 a.m. Amateur MX (On Pro Track)
11 a.m. Hare Scrambles
6 p.m. Amateur Supercross

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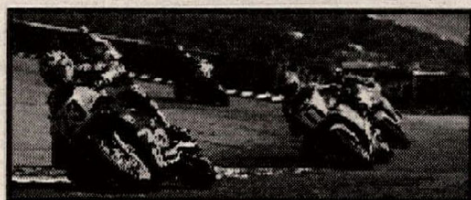
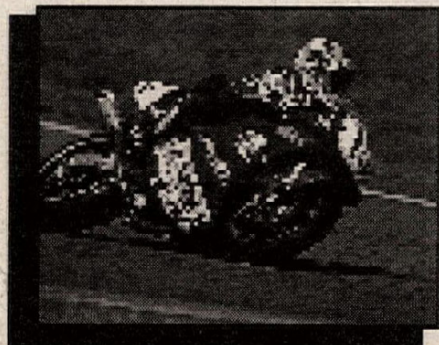
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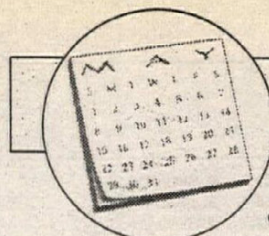
GFI Saturday Practice May 25 and June 1 - 8 A.M.-1 P.M.
FMF MEMORIAL DAY MX - Monday, May 27th
GFI Wednesday Practice begins again! June 5th - 3:00 P.M.-8:00 P.M.
GFI/GT AT NIGHT SERIES: June 8
Yamaha and Kawasaki Contingency Series
GFI/TEAM GREEN YOUTH WORLD CHAMPIONSHIPS
Saturday MX July 6 - Sunday SX July 7 - Kawasaki Contingency



GNC Texas Series
May 19, 1996
Mosier Valley
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Call: 817-694-2901

MOTOCROSS

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1996 Topgun Shoot-out
Round #1 Sat, June 1 Chowchilla Fairgrounds, Chowchilla, CA
Round #2 Sat, June 8 Chowchilla Fairgrounds, Chowchilla, CA
Gates Open 8:00 p.m. - Racing Begins 6:00 p.m.
Info: (209) 541-0860 (408) 238-8208



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series

5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series

5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship

Road Race Series
5/26 Riverside, CA
6/22-23 Rosamond, CA
7/14 Palomar, CA
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series

6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO
7/14 Berthoud, CO
7/28 Aurora, CO
8/4 Berthoud, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthoud, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series

5/18 Grand Junction, CO
7/20 Colorado Springs, CO
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series

10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/US Women's MX League Outdoor Championship Series

5/25-26 Mount Morris, PA
7/20-21 Unadilla, NY
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage

Trials Series

6/2 TBA
6/23 Williamsport, PA
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

FTA Trials C'ship Series

5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series

5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series

5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series

5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series

5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series

7/13 Sterling, KS
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series

6/29 Newton, KS
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross C'ship Series

5/19 Sterling, KS
6/2 Marion, KS
6/16 Hillsboro, KS
6/23 Sterling, KS
7/7 Hillsboro, KS
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Grand National C'ship Qualifiers Series

Western 1
5/19 Moreno Valley, CA
6/2 Moreno Valley, CA
6/16 Moreno Valley, CA

Western 2
5/26 Hollister, CA
5/27 Hollister, CA
6/9 Monterey, CA
6/14 Livermore, CA
6/22 Chowchilla, CA
6/28 Livermore, CA

Appalachian

6/23 Delmont, PA
Arizona
5/18 Eloy, AZ
5/25 Phoenix, AZ
6/1 Eloy, AZ
6/8 Phoenix, AZ
6/15 Eloy, AZ
6/29 Phoenix, AZ

Carolinas

5/26 Hendersonville, NC

Central
5/26 Great Bend, KS
5/27 Great Bend, KS
6/9 Great Bend, KS

Cimarron

5/26 Welch, OK
6/2 Oklahoma City, OK
6/9 Oklahoma City, OK
6/30 Welch, OK

Dixie

5/19 Somerville, TN

Eastern
5/19 Hanover, PA
5/26 Budds Creek, MD
6/5 Budds Creek, MD

Finger Lakes

5/19 Binghamton, NY
6/2 Clifford, PA
6/16 Clifford, PA

Dakotas

5/19 Donnybrook, ND
6/2 Bismarck, ND
6/8 Arvilla, ND
6/9 Arvilla, ND
6/16 Underwood, ND

Midwest

5/26 Kahoka, MO
5/27 Kahoka, MO
6/23 Salem, IL
6/30 Salem, IL

Nebraska

5/19 Ashland, NE
6/2 Ashland, NE
6/16 Westmoreland, KS

Northcentral

6/1 Buchanan, MI
6/2 Buchanan, MI
6/29 Rochester, IN
6/30 Rochester, IN

Northwest

5/19 Connell, WA
5/26 Spokane, WA
6/2 Onalaska, WA
6/29 Port Angeles, WA

Ohio

5/19 Malvern, OH
6/1 Malvern, OH
6/9 Malvern, OH
6/22 Malvern, OH

Ozark

5/19 Springfield, MO
5/27 Little Rock, AR
6/2 Fort Smith, AR

Rocky Mountain

6/2 Cheyenne, WY
6/9 Colorado Springs, CO
6/16 Pueblo, CO
6/23 Berthoud, CO
6/30 Colorado Springs, CO

Southwest

5/19 Albuquerque, NM
6/23 Albuquerque, NM

Silver State

5/19 Carson City, NV
6/7 Carson City, NV
6/14 Carson City, NV
6/21 Carson City, NV

Texas

5/17 Mosier Valley, TX
6/8 Burleson, TX

Viking

5/27 Staples, MN
6/16 Deer River, MN
6/23 Mora, MN
6/30 Staples, MN

Wyoming

5/26 Laramie, WY
6/16 Casper, WY

Georgia/Florida

TBA

Tennessee

5/25 I-40, TN
6/8 I-40, TN
6/29 I-40, TN

NMA Ponca City Grand National C'ships

7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup

9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals

10/4-6 Branson, MO
Info 909/657-6834

GNC Texas Series

5/19 Eules, TX
Info 817/694-2901

AMA MX Mega Series

5/18-19 Blountville, TN
6/9 Blountville, TN
6/30 Dalton, GA
7/13-14 Blountville, TN
7/21 Wytheville, VA
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series

5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Weatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series

5/18-19 Pioche, NV
6/16 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series

5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA

8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers

Motocross Series

5/25-26 Richland, WA
6/1-2 Edmonton, AB, Canada.
6/29-30 Duncan, Canada.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series

5/18 Myrtle Beach, SC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport

Trail Ride Series

5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, VA
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual

Sport Ride Series

5/18-19 Gorman, CA
5/25-26 St. George, UT
* 6/8-9 Lake Isabella, CA
6/16 Montrose, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
*11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
*National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series

5/19 Conifer, CO
6/9 Salida, CO
7/19-21 Buena Vista, CO
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National

Motocross Series

5/17-18 Salt Lake City, UT
6/1-2 Elko, NV
6/22-23 Boise, ID
6/29-30 Logan, UT
7/13-14 Rupert, ID
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series

5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 West Greenwiche, RI
7/7 Hobbie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series

5/19 Belleplain, NJ
6/9 Woodland Twp., NJ
6/30* Berkshire, NY
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series

6/16 Brandonville, PA
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association

5/25-26 Exeter, RI
6/9 Chepachet, RI
6/22-23 Ossipee, NH
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series

5/18-19 Dixon, TX
6/8-9 Carrollton, KY
7/6-7 Jasper, TN
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

U.S. Eastern Pro-Am MX Spring Series

5/19 Danville, VA
5/26 Elizabeth City, NC
6/2 Axton, VA

Hammerhead Grand Championship Series

7/7 Dillwyn, VA
7/14 Axton, VA
7/21 East Bend, NC
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

US Eastern Pro-Am

Motocross Fall Series

9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series

5/19 Surry, VA
5/26 Rural Retreat, VA
6/9 Ivor, VA
6/23 Pulaski, VA
7/14 Danville, VA
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Spring Series

5/19 Southwick, MA
5/26 Greene, ME
5/27 Greene, ME
6/2 Middleboro, MA
6/9 Central Village, CT
6/16 Southwick, MA
6/30 Southwick, MA
7/6 Greene, ME
7/7 Greene, ME
7/14 Southwick, MA
7/21 Middleboro, MA
Info 413/772-0685

NESC Motocross Fall Series

7/21 Middleboro, MA
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association

6/2 Mead, CO
6/16 Denver, CO
6/30 Denver, CO
7/14 Mead, CO
7/20 Mead, CO
8/4 Pueblo, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang

5/25-26 Fernly, NV

9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series

6/9 Glen Helen, CA
7/TBA Washougal, WA
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVega, NV

Metropolitan Sports Committee Spring Series

5/19 Claverack, NY
5/26 Modena, NY
6/2 Monticello, NY
6/9 Modena, NY
6/16 Monticello, NY
6/30 Modena, NY
7/7 Monticello, NY
7/14 Modena, NY

Metropolitan Sports Committee Fall Series

7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night

6/8 Perris, CA
*6/15 Perris, CA
6/22 Perris, CA
*7/13 Perris, CA
7/20 Perris, CA
*7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
*8/17 Perris, CA
8/24 Perris, CA
*8/31 Perris, CA
*Yamaha & *Kawasaki Contingency
Available
Info 909/653-4042

GFI Fall Series South

9/8 Perris, CA
*9/15 Perris, CA
*9/29 Perris, CA
*10/6 Perris, CA
*10/27 Perris, CA
*Honda, Kawasaki, Suzuki & Yamaha
Contingency Available
Info 909/653-4042

GFI/Team Green Youth World Championships

*7/6 Perris, CA
*7/7 Perris, CA
*Kawasaki contingency available

Northeast MX Classic Series

5/19 Binghamton, NY, Rnd 1
6/1-2 Clifford, PA, Rnd 2
6/9 New Berlin, NY, Rnd 3
6/30 Englishtown, NJ, Rnd 4
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles C'ship Series

5/26 Coos Bay, OR
6/9 Coos Bay, OR
6/29 Coos Bay, OR
7/7 Coos Bay, OR
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Spring MX Series

5/26 Amherst, OH
6/16 Ohio International, OH
6/23 Lightning, OH

Competition Riders of America Fall MX Series

9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series

6/9 Malvern, OH
6/23 Lightning, OH
6/30 Spring Valley, OH
7/14 Pymatuning, OH
7/21 Amherst, OH

ROAD AMERICA

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On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Date	Competition Schedule Club	Event
May 19	Ventura Co. M.C. @ Ballinger Cyn., Los Padres N.F. Info: Rick 805-647-8745	Qualifier Enduro
May 25	Dist. 37 Benefit @ El Mirage Dry Lake Info: Bill 909-944-3279	Night Poker Run
May 26	Lost Coyotes M.C. @ El Mirage Dry Lake Info: Jim 805-949-9316	Hare Scrambles
June 2	Dirt Diggers M.C. @ Kernville (near Lake Isabella) Info: 619-376-2128	Motocross
June 8-9	R.U.T.S. @ Camp Rock Rd, Lucerne Vly. Info: Eddie 310-867-1254	Dual European Scrambles

Date	Dual Sport Schedule Club	Event
May 18 & 19	California Trail Rides @ Smokey Bear Rd., Gorman Info: Larry 714-992-9291	Dual Sport
May 25-26	Tour N' Trail @ Holiday Inn, St. George, Utah Info: Jim 818-890-2209	Dual Sport

Date	Team Dual Dogs @ Live Oak Cmp, Lake Isabella Info: Damon 818-701-1913	Nat'l Dual Sport
June 8-9		

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Tell them you saw it Cycle News

Motowest Racing Ent.
Sat., May 25 MX Practice Hollister Hills, CA
Sun., May 26 1996 Motowest/Parts Unlimited Memorial Day C'Ship
1996 NMA Ponca City Qualifier #1 Hollister Hills, CA
Mon., May 27 1996 NMA Ponca City Qualifier #2 Hollister Hills, CA
(408) 238-8208 (415) 587-8678

SRA GP California Schedule

Members Non Members
Sunday, May 26
Perris Raceway - Perris, CA
Info (714) 957-2985

OVER THE HILL GANG
May 18 Rainbow II (OTHG race)
(Final round OTHG mini-series)
May 25-26 Reno Chapter National, Fernley, NV
100% "Plus" Pro Payback • New over 38+ class
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★ ★ ★ \$30,000 Total Cash Purse ★ ★ ★
The Largest Pay-Off For Any Non-National Race
Will Attract The Nation's Top Riders!

★ ★ ★ \$10,000 Purse ★ ★ ★

★ ★ ★ \$13,000 Contingency Fund ★ ★ ★

750 Expert Final 1st- \$6,000

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3rd- \$1,500

600 Expert Final 1st- \$1,500

2nd- \$300

3rd- \$200

Pro-Am 600 Final 1st- \$600

Pro-Am 250 Final 1st- \$400

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Steve Morehead
George Roeder, II
Kevin Atherton
Will Davis

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★ Dash For \$5,000 Cash ★

★ \$2,000 Harley-Davidson 883 Race ★

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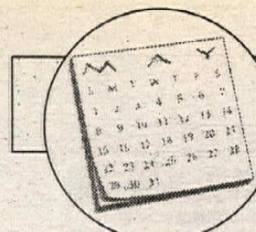
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30+	45+
30+ Pro	



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series

5/26 Cable Creek, OH
6/16 Salem, OH
7/14 Lightning, OH
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America

Fiat Track Series

5/17 Missoula, MT
5/18 Missoula, MT
5/31-6/2 Cour d'Alene, ID
6/28-29 Kalispell, MT
6/30 Cedar Rapids, IA
7/14 Casper, WY
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs

California Dual Sport Series

6/8-9 Lake Isabella, CA
7/7-12 Redding, CA
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup

Superbike Series

5/25-26 Quebec, Canada
6/8-9 Alberta, Canada
6/29-30 Ontario, Canada
7/6-7 Quebec, Canada
7/20-21 N.S., Canada
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM

Championship

5/20 Ontario, Canada
6/22-23 Quebec, Canada
6/29-30 Ontario, Canada
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance

9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship

Enduro Series

5/19 Clanton, AL
6/23 West Greenwich, RI
7/7 New Straitsville, OH
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

Sunstar Sprockets Spring Classic MX Nationals

South

5/19 Ramona, CA

North

5/18 Marysville, CA

5/26 Chico, CA

Final Showdown

6/1-2 Gorman, CA

Info 714/367-1141

FMF Pac-West MX Nationals

6/8 Albany, OR
6/9 Albany, OR
6/15 Richland, WA
6/16 Richland, WA
6/22 Raymond, WA
6/23 Raymond, WA
6/29 Port Angeles, WA
6/30 Port Angeles, WA
Info 714/367-1141

CMC Trans-Cal MX Nationals

South

9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA

North

9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA

Pac-Northwest

8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR

Final Showdown

11/9-10 Gorman, CA

Info 714/367-1141

ECEA Hare Scrambles

5/19 South Jersey, NJ
6/30 Speedville, NY
7/30 RORR, Easter PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro

5/26 New Philadelphia, PA
6/2 Whiteford, MD
6/23 W. Greenwich, RI
7/7 Hobie, PA
7/21 Blain, PA
8/4 Middlebury Center, PA
8/18 Speedville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

E.E.A. Eastern Championship

Enduro Series

5/19 Clanton, AL, Rnd 3
7/7 New Straitsville, OH, Rnd 4
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Motowest/The Parts Unlimited

4th Annual Memorial Day MX

Championship

5/25-27 Hollister, CA
Info 408/238-8208 or 415/587-8678

Daniels Ridge Supercross

5/25 Taylorsville, NC
6/8 Taylorsville, NC
6/22 Taylorsville, NC
7/6 Taylorsville, NC
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle

Association Enduro Series

5/19 Gold Bar, WA
7/6 Capiol Forest, WA
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/27 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle

Association Off-Road Series

6/15 Bellingham, WA
6/16 Bellingham, WA
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/13 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing

Association Endurance

6/1 Manitoba, Canada
7/13 Manitoba, Canada
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing

Association Sprint Races

6/2 Manitoba, Canada
7/14 Manitoba, Canada
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble

Championship Series

5/19 Owenton, KY
7/14 Bedford, KY
8/11 Owenton, KY
9/15 Bedford, KY

Lone Star MX Spring Series

5/26 Tyler, TX
6/2 Highlands, TX
6/9 Covington, TX
6/23 Fort Worth, TX
6/30 Tyler, TX
Info 903/882-4215

California DT C'ship Series

5/17 Madera, CA
5/24 Madera, CA
5/31 Madera, CA
6/7 Madera, CA
6/14 Madera, CA
6/21 Madera, CA
6/28 Madera, CA
7/12 Madera, CA
7/19 Madera, CA
7/26 Madera, CA
8/2 Madera, CA
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

REM Commotion by the Ocean 9

6/8-9 Carlsbad, CA
Info 619/484-1441

Mid South C'ship Summer

Hare Scrambles Series

5/19 Summertown, TN
6/9 Hohenwald, TN
7/14 Saddleback East, KY
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat

Track Championship

6/7 Lebanon Valley, NY
6/14 Rochester, NH
7/27 Trois Rivières, Canada
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross

Racing Series

5/26-27 Norman, OK
6/9 Norman, OK
6/29-30 Norman, OK
7/20-21 Norman, OK
8/18 Norman, OK
9/1-2 Norman, OK
9/14 Norman, OK
9/28-29 Norman, OK
10/12 Norman, OK
10/26-27 Norman, OK
11/9 Norman, OK
Info 405/677-3333

MAY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

JUNE						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

*Denotes Pro Payback

Wed, May 15

CALIFORNIA DRAG RACE - NHRA,
Sacramento Raceway, Sacramento. Info:
916/363-2653.

May 17-19

CALIFORNIA DIRT TRACK,
MOTOCROSS & SHOW -
AMA/AHRMA/Vintage Cycle Promotions,
28th Annual Vintage Cycle Rally
Motorcycle Parts Exchange, Antique
Motorcycle Show, with Regional TT
Racing, National Dirt Track Racing, Kings
Fairgrounds, Hanford. Info: 805/733-
1137.

Fri, May 17

CALIFORNIA MOTOCROSS - CMA/GFI
Spring Trophy MX Series, Rnd. 6, Little
Okie, Madera. Info: 209/673-8080.

* CALIFORNIA NIGHT MOTOCROSS -
Motowest Racing - AMP, Club-Moto,
Livermore. Info: 408/238-8208 or
415/587-8678.

CALIFORNIA SHORT TRACK -
Budweiser and RS Racing, Madera
Fairgrounds, Madera. Info: 209/661-
0706.

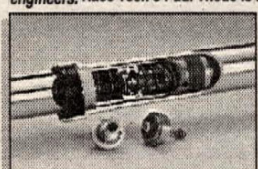
* CALIFORNIA SUPERCROSS -
Checkered Flag Promotions, Friday Nite
at the Races, Shasta District Fairgrounds,
Chico. Info: 916/347-6686.

* MICHIGAN MOTOCROSS - Nicholson's
\$100,000 Challenge Series. MRA, Milan
Cycle City, Milan. Info: 313/289-2100 or
313/439-7735

MONTANA SHORT TRACK -
AMA/Motorsports of America, Western
Montana Fairgrounds, Missoula. Info:
800/544-8714.

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



Subjects Covered: Dirt & Pavement

- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

Limited
seating
available!

(You'll receive a suspension manual and certificate of completion)

Basic 3-Day Seminar \$595.00 Shilo Inn Hilltop, Pomona, CA

1st Date July 13,14,15 (\$100 off early enrollment closes June 13)

2nd Date September 7,8,9 (\$100 off early enrollment closes August 7)

Advanced 2-Day Seminar \$495.00 October 26,27

RACE TECH CALL NOW 909-594-7755 Fax 909-594-6682
3227 Producer Way, #127, Pomona, CA 91768



* OHIO MOTOCROSS - Non-sanctioned. Broken Spokes, New Philadelphia. Info: 330/339-9265

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

TEXAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Mosier. Info: 310/868-8112

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 18-19

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Eloy. Info: 310/868-8112

CALIFORNIA DUAL SPORT - AMA/D-37 Dual Sport/Calif. Trail Rides, Frazier Mountain 100 & Moonlite Madness, Quail Canyon/Hungry Valley SVRA, Gorman. Info: 714/992-9291.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* CALIFORNIA MOTOCROSS - Racing Enterprises Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

GEORGIA MOTOCROSS - Echelonnee Motocross, Southeast Area Qualifier, Echelonnee Motocross, Macon. Info: 912/788-8227.

ILLINOIS TRIALS - Rock River Rider M.C., Rock River Riders Clubgrounds, Polo. Info: 815/232-2731.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thoroughbred Series, Clay City. Info: 606/744-5916

NEVADA HARE & HOUND - MRAN/SNDR, Pioch. Info: 702/431-1080.

MONTANA FLAT TRACK SERIES - Missoula. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n, Portland. Info: 503/221-1487.

OREGON OFF ROAD - OMRA/Mount Scott, TeePee Run, non-points event, Mount Hood. Info: 503/678-2779.

PENNSYLVANIA DUAL SPORT - AMA/Dirty Dabbers, Dual Sport Trail Ride Series, Mill Hall. Info: 717/726-6674.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Ass'n, Dickson. Info: 615/273-2255

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series/Suzuki Eastern Continental Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TEXAS DRAG RACE - AMRA, 1/4 mile, Cordova Dragway Park, Cordova. Info: 708/250-0838.

TEXAS RELIABILITY ENDURO - AMA/Trail Riders of Houston, National Championship Series, New Waverly. Info: 713/444-1542.

UTAH MOTOCROSS - Wild West Nationals, Wild West, Salt Lake City. Info: 801/972-5074.

Sat, May 18

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 2, Las Bonas. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CMC/Spring Series Rnd. 3, Marysville Youth Park. Info: 916/695-2727.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - Racing Enterprises Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441

* CALIFORNIA MOTOCROSS - SSC/MX: Castaic Brick Spring Nails. Round 2. Castaic Lake MX, 805/294-0020

* CALIFORNIA SUPERCROSS - SoCal Supercross Series. Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* CALIFORNIA MOTOCROSS - Over The Hill Gang. Final Round, OTHG mini-series. Rainbow II. San Jacinto. 310/864-6875.

COLORADO AMA SUPERCROSS FINALS - AMA/PAGE SRO. Mile High Stadium. Info: 303/830-TIXS.

GEORGIA MOTORCYCLE DRAG RACING - '96 E.T. Pro Bike Series. Dallas, Southeastern Dragway. Info: 770/445-2183.

* ILLINOIS STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 pm.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swamp Land Raceway, Washington. Info: 318/363-3734.

MONTANA HALF MILE - AMA/Motorsports of America, Western Montana Fairgrounds, Missoula. Info: 800/544-8714.

MONTANA FLAT TRACK SERIES - Missoula. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada)

NEVADA HARE & HOUND - MRAN, near Panaca. Info: 702/459-6284.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Round 3, Max Cycle Service, Nebo. Info: 704/652-3758.

* NORTH CAROLINA MOTOCROSS - Hang Time Moto-X Park, Carthage. Info: 910/947-5340 after 6:00 pm.

* OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006

* OHIO SHORT TRACK - Honda Hills, Linnville (Thornville). Info: 614/323-3766

* OREGON SHORT TRACK - AMA Dist. 27. Madras Speedway. Info: 408/758-4905 or 503/266-5504.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n. Practice & School. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

SOUTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Myrtle Beach Speedway, Myrtle Beach. Info: 803/626-9455.

* VIRGINIA SUPERCROSS - AMA/Sat. Night, Danville. Info: 804/836-3633.

WASHINGTON POKER RUN - Northwest Motorcycle Assn. Bells Angels M/C & Cascade M/C. Reiter Pit, Goldbar. Info: 206/774-1454.

* WEST VIRGINIA MOTOCROSS - Holeshot Productions, Reedsville Volunteer Fire Dept, Reedsville. Info: 304/265-1256.

Sun, May 19

ALABAMA MOTOCROSS - Cheaha Trail Riders, Pleasant Valley Motocross, Odenville. Info: 205/856-9701.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motorsport, vintage/beginner, Ridgerunners, Santa Cruz. Info: 916/967-0262.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Round 1, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Perris Raceway, Perris. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Moreno Valley. Info: 310/868-8112

CALIFORNIA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Turlock. Info: 310/868-8112

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Pueblo Motorsport Park, Pueblo. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Peps/Air Dania MX Park, Dania. Info: 407/333-2356.

ILLINOIS POKER RUN & BIKES RAFFLE - Westgate ABATE of Illinois. Oak Lawn. Info: 708/479-6266.

INDIANA HARE SCRAMBLES - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

IOWA ENDURO - Iowa Enduro Riders Association, Fremont. Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/942-6527.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 2, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

MISSOURI ENDURO - Black Jack Enduro Circuit, Lead Belt Enduro, Flatriver. Info: 417/345-6211.

MISSOURI ENDURO - Black Jack Enduro Circuit, Missouri Mudders. Park Hills, St. Joe State Park. Info: 314/639-6373

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Springfield. Info: 310/868-8112

NEBRASKA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Ashland. Info: 310/868-8112

* NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEVADA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Carson City. Info: 310/868-8112

NEW MEXICO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Albuquerque. Info: 310/868-8112

* NEW YORK MOTOCROSS - AMA/MSD/Dist. 34/Spring Series/Suzuki Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK MOTOCROSS - New England Motocross Assoc., vintage included, Diamondback, Modena. Info: 860/928-2138.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NEW YORK SHORT TRACK - Square Deal Riders, SDR Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Binghamton. Info: 310/868-8112 or 607/737-1904

NEW YORK RIDE - NYC Chap. HOG/American Cancer Society, Queens Division, Bikers Against Breast Cancer III, H-D of NYC, New York. Info: 718/263-2224.

* NORTH CAROLINA HARE SCRAMBLER - AMA/North Carolina Hare Scramble Assoc. Series, Sanford. Info: 919/776-1767.

* NORTH DAKOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Donnybrook. Info: 310/868-8112 or 701/838-1268

* NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. NMA Qualifier, Donnybrook. Info: 701/343-2094

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders, Tiffin. Info: 419/447-3054 or 419/927-MOTO

OHIO MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Malvern. Info: 310/868-8112

* OREGON ROAD RACE - Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, MAMA, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA MOTOCROSS - Regional qualifier, NMA Ponca City

WISECO/YAMAHA/DUNLOP/ANSWER/BRAKING/ACERBIS 1996 Grand National Cross Country Series



Best 8 Scores Count Toward 1996 Series Championship

6. June 1/2 BOYERS Boyers, PA
50 miles N of Pittsburgh, I-79 to I-80 east to Rt. 308 S.
Saturday - Quads / Sunday - Bikes

7. June 15/16 STARVATION POINT
Elizabeth, WV
I-77 to Mineral Wells Exit, take Rt. 14 to
Elizabeth (14 mi.)
Saturday - Quads / Sunday - Bikes



Entries and Information
**RACER
PRODUCTIONS**
Rt. 12 Box 267
Morgantown, WV 26505
(304) 284-0084

Race
12 Noon

Youth
10AM



STARWEST (909) 943-4535
SUPER CROSS PARK (909) 657-8845

SATURDAY NIGHT RACING

Practice 5:00 pm Race 6:00 pm

Race classes for all levels.

Every Saturday Night.

SEPARATE PEE WEE TRACK

ministars '96
June 8th & 9th, 1996

Located 3 Miles East of 215 Freeway
On Ramona Expressway
at the Lake Perris Fairgrounds

Open Riding Practice
Tuesday & Thursday Nights

Motorcycles Only!

4:30 pm - 9:30 pm

Wednesday Nights

New! Minis Only!

4:30 pm - 9:30 pm

Saturday Mornings

All Bikes

9:00 am - 2:00 pm

Sessions for Minis!

Pee Wee Track Always Open.

SPEEDWAY RACING

Every Friday Night

Orange County Fairgrounds

Costa Mesa, California

Info: (714) 492-9933

May 17th Speedway/Sidecars - Offshore powerboat
display with Bruce Penhall & Dennis Sigalos

May 24th KLOS Fox Night (All Skirts Free!!)
Speedway, Sidecars and Midgets

May 31st Speedway/Sidecars/Quads

Rainbow Motocross Racing presents
"Mini Mania"
Sunday, June 2, 1996

Rainbow Cycle Park,
San Jacinto, CA

Classes: 50's (ages 4-6, 6-8)
60's (ages 0-8, 9-11)
Super Pee Wee (ages 0-8)
80's (ages 9-11, 12-13, 14-16)
Super Mini (ages 0-16)
School Boy 125 (ages 0-16)

For more information call
(909) 654-5020

What's happening? Cycle News Calendar.

GLEN HELEN

MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM TILL DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM TILL 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO.
(909) 880-3090

Sun., May 19th Yamaha Dealer Series MX Rd. #1
Sun., May 26th Yamaha Dealer Series MX Rd. #2
Sun., June 2nd AHRMA National Vintage MX

Yamaha Dealer Series
May 19th, 26th • June 9th • July 7th, 14th

(209) 673-8080
GFI Racing North
MX Practice Every Saturday, Little Okie, Madera
1996 CMA/GFI Spring Trophy MX Series
Fri., May 17 Little Okie, Madera, CA - Round 6 (Night Race)
Fri., May 24 Little Okie, Madera, CA - Round 7 (Night Race)
Sat., May 18 CMA Bounty Hunter MX Series
Las Bonas Round 2 (Night Race)

(909) 653-4042
A Rider For the Riders
May 13 & 14 Fire/Police Nationals (Mon. & Tues.) Perris
Sat., May 18 GFI Saturday Practice (8:00a.m. - 1:00p.m.) Perris
Sun., May 19 CRC MX with Old Timers Club Perris
Sat., May 25 GFI Saturday Practice (8:00a.m. - 1:00p.m.) Perris
Sun., May 26 SRA Grand Prix Perris



**CASTAIC
BRICK
SPRING NATIONALS**
**SATURDAY
RACING**

Saturday May 18th Castaic
Saturday June 8th Castaic
Saturday June 15th Hungry Valley

WIN
Win a Team Chaparral CR 125

Close to \$20,000 in Prizes!



S.S.C. Moto-X Racing 30517 The Old Road
Castaic, California 91384 805 294-0020

**CRC California Race
Schedule**
100% PRO PAYBACK
Sun., May 19 CRC MX - Dunestown Perris
Sun., May 26 CRC MX - Dunestown L.A.C.R.
Mon., May 27 CRC GP - "Dunestown G.P." L.A.C.R.
Sat., June 1 CRC MX - Night Race L.A.C.R.
Sat., June 8 CRC MX - Night Race L.A.C.R.
Wed. Practice 4p.m. - 9p.m. • Sat. Practice 9 a.m. - 2 p.m. L.A.C.R.
CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Grand Nationals. Hanover. Info: 310/868-8112.

*PENNSYLVANIA MOTOCROSS - Dublin Gap Motocross, Newburg. Info: 717/249-6036.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, The New Hoot, Chepachet. Info: 203/875-5757.

RHODE ISLAND TURKEY RUN - NETRA, Gnarley Dude, W. Greenwich. Info: 203/875-5757.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Summertown. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Somerville. Info: 310/868-8112.

TEXAS MOTOCROSS - GNC, GNC Texas Series, Mosier Valley MX, Euless. Info: 817/694-2901.

*VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-AM Motocross Spring Series, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Connell. Info: 310/868-8112.

WASHINGTON ENDURO - Northwest Motorcycle Ass'n. Enduro Series/Cascade M/C/Black Bear Enduro. Reiter Pit, Goldbar. Info: 206/774-3082.

Mon. May 20

*FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

Tue, May 21

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, May 22

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 24-27

CALIFORNIA MOTOCROSS - Parts Unlimited MotoWest Racing, Memorial Day MX Championship, Hollister. Info: 408/238-8208.

May 24-26

PENNSYLVANIA MOTOCROSS - AMA/250/125cc, Pro MX National Championship, Mount Morris. Info: 304/284-0084.

Fri, May 24

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Rnd. 7, Little Okie, Madera. Info: 209/673-8080.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

*CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

*CALIFORNIA SUPERCROSS - B & L Racing Promotions, Sacramento, Raceway Park. Info: (916) 483-6548.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

*MICHIGAN MOTOCROSS - Motocross. MRA, Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

OHIO MOTORCYCLE RACING - Pro-AM AMA sanctioned, Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

*WISCONSIN MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

May 25-26

*CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags Inc.,

Route 220 South of Cumberland, Rawlings. Info: 301/729-6131.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEVADA MOTOCROSS - Over The Hill Gang, Reno Chapter National, Fernley. Info: 310/864-8875.

OHIO RELIABILITY ENDURO - AMA/Enduro Riders Ass'n, National Championship Series, McArthur. Info: 614/766-8359.

*OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info: 405/677-3333 or 800/224-7890.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, US Women's Motocross League, Mount Morris. Info: 714/837-3374.

*UTAH SPRING SERIES - Rebel Racing, Utah Motocross, Cedar City. Info: 702/631-6848.

VERMONT MOTOCROSS - New England Motocross Assoc., Rider Hill, Derby. Info: 860/928-2138.

WASHINGTON POKER RUN - Northwest Motorcycle Ass'n/Puget Sound Enduro Riders, Shelton Fairgrounds. Info: 360/491-1728.

May 25-27

CALIFORNIA MOTOCROSS - Fourth Annual Parts Unlimited Memorial Day Championships, NMA Ponca City National Qualifiers, Hollister Hills. Info: 408/238-8208 or 415/587-8678.

May 25

ALABAMA MOTOCROSS - Spring Series Race, Warrior. Info: 205/663-0963.

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Phoenix. Info: 310/868-8112.

CALIFORNIA VINTAGE MOTOCROSS - Hemet. Info: 619/471-8945.

*CALIFORNIA MOTOCROSS - Racing in the Redwoods Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter MX Series, Rnd. 3, Las Bonas. Info: 209/673-8080.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

*CALIFORNIA MOTOCROSS - Racing Enterprises Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

*CALIFORNIA SUPERCROSS - SoCal Supercross Series, Lancaster, Antelope Valley Fair Grounds. Info: 805/942-7880.

*CALIFORNIA DIRT FLAT TRACK - San Diego Flat Track Ass'n. Baron Speedway, San Diego. Info: 619/277-2743.

GEORGIA DRAG RACING - '96 E.T. Pro Bike Series, Dallas, Southeastern Dragway. Info: 770/445-2183.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

*INDIANA DIRT TRACK - AMA, Semi-Pro, Pro-AM - Fast Track Racing Inc., Summer Thunder Series, Indiana State Fairgrounds, Indianapolis. Info: 219/486-7172.

*KANSAS MOTOCROSS - NMA Qualifier, Great Bend. Info: 913/8272; Track 316/792-7513.

*MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA POKER RUN - Pipestone Poker Run, Big Rock Motorsports, Helena. 406/442-2698.

NEW YORK MOTOCROSS - AMA/MSD/Dist. 34/Loretta Lynn's Area Qualifier, Walden Playboys M.C., Walkill. Info: 914/561-2126.

*NEW YORK SUPERCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

*NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342.

*OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

*OHIO SHORT TRACK - Scotty Brown International Racing, Quad Championship, Bear Creek Speedway, Canton. Info: 330/837-5694.

*OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

*OHIO SHORT TRACK - AMA/Dist. 11/Honda Hills, Linnville (Thornville). Info: 614/323-3766.

*PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

*SOUTH CAROLINA MOTOCROSS - Motocross, Hardeeville, South Carolina, night. Info: Ron Twilley, 912/427-9674 or Leland Prewitt, 912/236-7042.

Sun-Mon, May 26 & 27

TEXAS VINTAGE MX, AHRMA Vintage National, Omen Promotions, Swan Cycle Park Inc., Tyler. Info: 903/882-4215.

Sun, May 26

CALIFORNIA HARE SCRAMBLES - AMA/Dist. 37, Adelanto. Info: 805/949-9316.

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

CALIFORNIA GRAND PRIX - SRA/G.P., Perris Raceway, Perris. Info: 714/957-2985.

*CALIFORNIA MOTOCROSS - Racing in the Redwoods - Spring Series. Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - Yamaha Dealer Series - Rnd 2, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS, Vintage Motocross, Rainbow Cycle Park, San Jacinto. Info: 619/743-4636.

CALIFORNIA TRIALS - AMA/Moon Rocks Trial, Sacramento. Info: 916-753-2519.

CALIFORNIA MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Hollister. Info: 310/868-8112.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

*GEORGIA MOTOCROSS - Camden Racing Complex Inc., Woodbine. Info: 912/729-5483.

GEORGIA MOTOCROSS - Georgia Championship Series, Dixie Motocross Sports, Hillbilly Hills Motocross, Roberta. Info: 912/788-0413.

KANSAS MOTOCROSS - Regional Qualifier, NMA Ponca City Grand Nationals. Great Bend. Info: 310/868-8112.

KENTUCKY MOTORCYCLE SUPERCROSS - Double points. Hillbilly Raceway, Hatfield. Info: 606/353-4740.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Ass'n, Budds Creek. Info: 410/273-9035.

MARYLAND MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Budds Creek. Info: 310/868-8112.

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Kahoka. Info: 310/868-8112.

NEBRASKA SPRING SERIES - Dire World Promotions, AMC/Montrose Moto X Park, Raelord. Info: 919/554-4467.

*NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSD/Dist. 34/Loretta Lynn Area Qualifier/Suzuki Contingency, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 5, Polk County, Hendersonville. Info: 423/323-5497.

NORTH CAROLINA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Hendersonville. Info: 310/868-8112.

*NORTH CAROLINA MOTOCROSS - AMA/District 13, US Eastern Pro Am Motocross Spring Series, Elizabeth City. Info: 804/548-1052.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Round 1, Buckeye Series, Round 2 - Blackcoal Series, Cable Creek, Toronto. Info: 330/538-2220.

*OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

OKLAHOMA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Welch. Info: 310/868-8112.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

*WYOMING MOTOCROSS - HPMA/Laramie Dirt Riders. Info: 307/721-3044.

WYOMING MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Laramie. Info: 310/868-8112.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087.

WASHINGTON MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Spokane. Info: 310/868-8112.

*WISCONSIN 1/2 MILE DIRT TRACK, Badger Racing Association, Shawano Co. Fair Grounds, Shawano. Info: 414/699-3387.

May 26-27

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross Club, Baja Acres, Millington. Info: 517/871-3356.

Mon, May 27

*ARKANSAS MOTOCROSS - Arkansas Motorsports Inc., Burns Park, North Little Rock. Info: 501/562-9448.

ARKANSAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Little Rock. Info: 310/868-8112.

CALIFORNIA GRAND PRIX - CRC, Dunestown, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI At Night, FMF Memorial Day Extravaganza Motocross, Perris Raceway. Info: 909/653-4042.

*FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

KANSAS MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Great Bend. Info: 310/868-8112.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MINNESOTA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Staples. Info: 310/868-8112.

*OHIO MOTOCROSS - AMA D-11/American Motorsports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

*OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

Tue, May 28

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, May 29

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 31 - June 2

IDAHO FLAT TRACK SERIES - Cour d'Alene. Info: 800/544-8714 (U.S.), or 817/683-6410 (Canada).

Fri, May 31

CALIFORNIA MOTOCROSS - CMA/GFI Spring Trophy MX Series, Final, Little Okie, Madera. Info: 209/673-8080.

*CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

*CALIFORNIA SUPER CROSS - Checkered Flag Promotions Presents, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6886.

IDAHO SHORT TRACK - AMA/Motorsports of America, Kootenai Co. Fairgrounds, Cour d'Alene. Info: 800/544-8714.

MISSOURI MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Kahoka. Info: 310/868-8112.

*WISCONSIN MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

Mon, May 31

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

*MICHIGAN MOTOCROSS - Nicholsons \$100,000 Challenge Series. MRA, Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

*CALIFORNIA NIGHT MOTOCROSS - Motowest Racing - AMP, Club-Moto, Livermore. Info: 408/238-8208 or 415/587-8678.

*OHIO MOTOCROSS - AMA Loretta Lynn Area Qualifier, Broken Spokes, New Philadelphia. Info: 330/339-9265.

OHIO MOTORCYCLE RACING - Pro-AM AMA sanctioned, Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

*OHIO SHORT TRACK - AMA/Dist. 11/Honda Hills, Linnville (Thornville). Info: 614/323-3766.

WISCONSIN 1/4 MILE DIRT TRACK, Badger Racing Association, Columbia Co. Fair Grounds, Portage. Info: 414/699-3387.

June 1-2

*CALIFORNIA MOTOCROSS - CMC/U.S. Women's MX League, Spring

Classic Final, Gorman. Info: 714/837-3374.

CALIFORNIA DUAL SPORT - Cycle Gear Dual Sports Adventure/AMA/Placerville. Info: 415/588-2055.

CALIFORNIA STARWEST NIGHT RACING - Info: 909/943-4535 or 909/657-8845.

IDAHO RELIABILITY ENDURO - AMA/Boise Ridge Riders, National Championship Series, Idaho City. Info: 208/939-0762.

MICHIGAN QUALIFIER-NMA/National Qualifier, North Central Region, Buchanan. Info: 616/554-8071.

MISSOURI DUAL SPORT - AMA/Midwest Trail Riders, Dual Sport Trail Ride Series, Lesterville. Info: 314/576-4013.

*NEVADA MOTOCROSS - Wild West Nationals, Wild West, Elko County, Elko. Info: 801/972-5074.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

OHIO MOTOCROSS, AMA/American Motorsports, Inc., Vinton Motocross Park at McArthur. Info: 614/596-2057.

*PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center, Clifford. Info: 717/222-9290 or 607/648-4997.

WASHINGTON VINTAGE SCRAMBLES & SHORT TRACK - Bike Show - Swap Meet, Tacoma M/C/AMA/Thurston County ORV Park, McCleary. Info: 360/825-5842.

Sat, June 1

ARIZONA MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Eloy. Info: 310/868-8112.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Stamman Motorsport, vintage/beginner, Glen Helen Raceway, San Bernardino. Info: 916/967-0262.

*CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M/C, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

*CALIFORNIA STADIUMCROSS SUMMER SERIES - AMP Racing/Clawson Motorsports/FMF/Mechanix Wear, Chowchilla Fairgrounds, Chowchilla. Info: 209/541-0860.

*FLORIDA SUPERCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

SHORTTRACK & TT - Dirt Karts/QTR Midgits, Denver. Info: 303/286-1813.

*ILLINOIS GRAND NATIONAL SHORT TRACK, Magic Racing Group, LaSalle Speedway, LaSalle. Info: 815/765-1099.

*LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MICHIGAN MOTOCROSS - Regional qualifier, NMA Ponca City Grand Nationals. Buchanan. Info: 310/868-8112.

*NEW YORK SHORT TRACK - Square Deal Riders, M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date:

1996 Championship Point Standings

LEADERBOARD

ROAD RACING

500cc WORLD CHAMPIONSHIP

(After 4 of 15 rounds)

1. Michael Doohan (Hon), Australia	(71/2 wins)
2. Luca Cadalora (Hon), Italy	(55/1 win)
3. Alex Barros (Hon), Brazil	(48)
4. Norifumi Abe (Yam), Japan	(40/1 win)
5. Carlos Checa (Hon), Spain	(39)
6. Scott Russell (Suz), Alpharetta, GA	(38)
7. Jean-Michel Bayle (Yam), France	(35)
8. Alex Criville (Hon), Spain	(33)
Alberto Puig (Hon), Spain	(33)
10. Loris Caprossi (Yam), Italy	(19)
Tadayuki Okada (Hon), Japan	(19)

250cc WORLD CHAMPIONSHIP

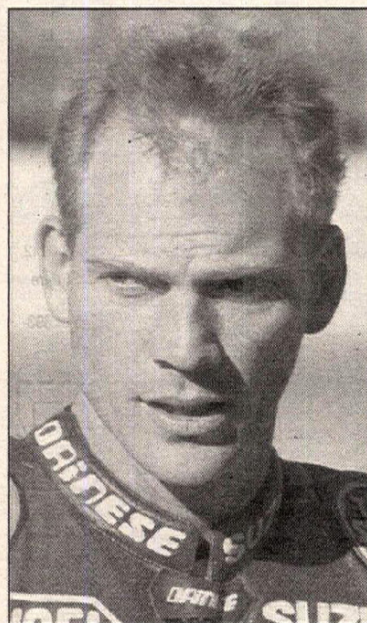
(After 4 of 15 rounds)

1. Max Biaggi (Apr), Italy	(95/3 wins)
2. Tetsuya Harada (Yam), Japan	(65/1 win)
3. Luis d'Antin (Hon), Spain	(46)
4. Oliver Jacque (Hon), France	(43)
5. Ralf Waldmann (Hon), Germany	(40)
6. Jurgen Fuchs (Hon), Germany	(36)
7. Tohru Ukawa (Hon), Japan	(31)
Nobuatsu Aoki (Hon), Japan	(31)
J.P. Ruggia (Hon), France	(31)
10. Noriyasu Numata (Suz), Japan	(20)

125cc WORLD CHAMPIONSHIP

(After 4 of 15 rounds)

1. Haruchika Aoki (Hon), Japan	(85/1 win)
2. Masaki Tokudome (Apr), Japan	(73/2 wins)
3. Noboru Ueda (Hon), Japan	(49)
4. Stefano Perugini (Apr), Italy	(46/1 win)
5. Tomomi Manako (Hon), Japan	(39)
6. Peter Oetti (Apr), Germany	(37)
7. Valentino Rossi (Apr), Italy	(33)
8. Emilio Alzamora (Apr), Italy	(31)
9. Jorge Martinez (Apr), Spain	(19)
Kazuto Sakata (Apr), Japan	(19)



SCOTT RUSSELL

WORLD SUPERBIKE CHAMPIONSHIP

(After 3 of 12 rounds)

1. John Kocinski (Duc), Modesto, CA	(105/2 wins)
2. Aaron Slight (Hon), New Zealand	(97/1 win)
3. Troy Corser (Duc), Australia	(90/2 wins)
4. Carl Fogarty (Hon), Great Britain	(72/1 win)
Simon Crafer (Kaw), New Zealand	(72)
6. Colin Edwards II (Yam), Conroe, TX	(64)
7. Pier-Francesco Chili (Duc), Italy	(56)
8. Anthony Gobert (Kaw), Australia	(53)
9. Christer Lindholm (Duc), Sweden	(40)
10. Paolo Casoli (Duc), Italy	(34)

AMA SUPERBIKE SERIES

(After 3 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA	(92/1 win)
2. Pascal Picotte (Suz), Canada	(80)
3. Mat Mladin (Suz), Australia	(78)
4. Tom Kipp (Yam), Chardon, OH	(76)
5. Steve Crevier (Hon), Canada	(73)
6. Miguel Duhamel (Hon), Canada	(70)
7. Larry Pegram (Duc), Baltimore, OH	(59)
8. Shawn Higbee (Duc), Manhattan Beach, CA	(51)
9. Jamie James (Yam), Asheville, NC	(48)
10. Michael Smith (Kaw), Canton, GA	(47)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES

(After 3 of 10 rounds)

1. Miguel Duhamel (Hon), Canada	(103/2 wins)
2. Mike Smith (Kaw), Canton, GA	(93/1 win)
3. Thomas Stevens (Kaw), Sanibel Island, FL	(88)
4. Steve Crevier (Hon), Canada	(81)
5. Ben Bostrom (Hon), Redondo Beach, CA	(79)
6. Doug Toland (Hon), Buena Park, CA	(69)
7. Gerald Rothman Jr. (Hon), Manchester, CT	(65)
8. Matt Wait (Hon), Lodi, CA	(58)
9. Christopher Rankin (Kaw), Austin, TX	(52)
10. Andrew Stroud (Hon), New Zealand	(50)

AMA/TEAMLINE 750cc SUPERSPORT SERIES

(After 3 of 10 rounds)

1. Pascal Picotte (Suz), Canada	(104/2 wins)
2. Aaron Yates (Suz), Milledgeville, GA	(94/1 win)
3. Mark McDaniel (Suz), Santa Rosa, CA	(84)
4. Mark Miller (Suz), Long Beach, CA	(79)
Doug Chandler (Kaw), Salinas, CA	(79)
6. Michael Barnes (Suz), Boca Raton, FL	(78)
7. Jason Pridmore (Kaw), Ventura, CA	(70)
8. Jim Leslie (Suz), Ridgefield, CT	(62)
9. Mark Black (Suz), Austin, TX	(58)
10. James Randolph (Suz), Santa Rosa, CA	(56)

AMA 250cc GRAND PRIX SERIES

(After 3 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA	(108/3 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA	(92)
3. Mark Foster (Yam), San Juan Capistrano, CA	(80)
4. Kristian Kass (Yam), Paramount, CA	(79)
5. Nick Ienatsch (Yam), Los Angeles, CA	(75)
6. Bobby Keith (Yam), Redwood City, CA	(69)
7. John France (Hon), Melbourne, FL	(54)
Jason Roth (Yam), Dublin, CA	(54)
9. Perry Melnekiuc (Hon), Lehigh Acres, FL	(53)
10. Chris Rogers (Yam), Corona, CA	(47)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES

(After 3 of 10 rounds)

1. Matt Wait (H-D), Lodi, CA	(104/2 wins)
2. Ben Bostrom (H-D), Redondo Beach, CA	(100/1 win)
3. Nate Wait (H-D), Lodi, CA	(82)
4. Brian Gibbs (H-D), Stockbridge, GA	(69)
5. Daigoro Suzuki (H-D), Brea, CA	(63)
6. Dave Estok (H-D), Daytona Beach, FL	(60)
7. Hikaru Miyagi (H-D), Newport Beach, CA	(57)
Tripp Nobles (H-D), Macon, GA	(57)
9. Eric Bostrom (H-D), Marina Del Rey, CA	(52)
10. Scott Zampach (H-D), West Bend, WI	(50)
Richie Morris (H-D), Daytona Beach, FL	(50)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES

(After 14 of 15 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA	(347/13 wins)*
2. Jeff Emig (Kaw), Riverside, CA	(220/1 win)
3. Ryan Hughes (Kaw), Escondido, CA	(202)
4. Ezra Lusk (Suz), Bainbridge, GA	(193)
5. Mike LaRocco (Suz), South Bend, IN	(190)

6. Damon Bradshaw (Yam), Mooresville, NC	(187)
7. Phil Lawrence (Kaw), Menifee, CA	(184)
8. Damon Huffman (Kaw), Acton, CA	(172)
9. Larry Ward (Hon), Florence, SC	(162)
10. Brian Swink (Hon), Reddick, FL	(153)
*clinched championship	

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France	(232/6 wins)
2. John Dowd (Yam), Chicopee, MA	(207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN	(162)
4. Scott Sheak (Suz), Hudson, NY	(137)
5. Brian Deegan (Hon), Bellevue, NE	(136)
6. Tim Ferry (Suz), Palm Harbor, FL	(128)
7. Cory Keeney (Yam), Oakdale, MN	(109)
8. Davey Yezek (Suz), Mount Pleasant, PA	(106)
9. Bryr Carsten (Suz), Bayville, NJ	(90)
10. Shaun Perollo (Kaw), Tampa, FL	(79)



BRIAN DEEGAN

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 7 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA	(145/5 wins)
2. James Dobb (Suz), Corona, CA	(127)
3. Greg Schnell (Suz), Cucamonga, CA	(97)
4. Kim Ashkenazi (Hon), Australia	(79)
5. Mike Brandes (Suz), Ukiah, CA	(71)
6. Casey Johnson (Kaw), Hesperia, CA	(65)
7. Pedro Gonzalez (Hon), Mexico	(57)
8. David Pingree (Kaw), Menifee, CA	(52)
9. Jeff Willoh (Hon), Glendale, CA	(46/1 win)
10. David Vuillemin (Kaw), France	(45)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES

(After 3 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA	(150/3 wins)
2. Jeff Emig (Kaw), Riverside, CA	(126)
3. Damon Bradshaw (Yam), Mooresville, NC	(91)
4. Kyle Lewis (Yam), Rosamond, CA	(86)
5. Mike LaRocco (Suz), South Bend, IN	(80)
6. Phil Lawrence (Kaw), Menifee, CA	(75)
Brian Swink (Hon), Reddick, FL	(75)
Jimmy Button (Yam), Corning, NY	(75)
9. Greg Albertyn (Suz), Corona, CA	(73)
10. Larry Ward (Hon), Florence, SC	(71)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES

(After 3 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA	(138/2 wins)
2. John Dowd (Yam), Chicopee, MA	(102)
3. Mickael Pichon (Kaw), France	(93)
4. Casey Johnson (Kaw), Riverside, CA	(86)
5. Kevin Windham (Yam), Baton Rouge, LA	(78/1 win)
Tim Ferry (Suz), Palm Harbor, FL	(78)
7. James Dobb (Suz), Corona, CA	(76)
8. Brian Deegan (Hon), Bellevue, NE	(59)
9. Kim Ashkenazi (Hon), Australia	(54)
10. Buddy Antunez (Kaw), Moreno Valley, CA	(53)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 3 of 24 rounds)

1. Will Davis (H-D), Goldsboro, NC	(42/1 win)
2. Rich King (Hon), Waterloo, IA	(30)
3. Ricky Graham (Hon), Salinas Valley, CA	(29)
Kevin Varnes (Hon), Pottstown, PA	(29)
5. Scott Parker (H-D), Swartz Creek, MI	(28/1 win)
6. Joe Kopp (H-D), Mica, WA	(26)
7. Kevin Atherton (H-D), White Pigeon, MI	(25)
8. Brett Landes (Hon), Los Gatos, CA	(20)
9. Jay Springsteen (H-D), Lapeer, MI	(16)
10. Georgie Price IV (H-D), Sicklerville, NJ	(14)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES

(After 2 of 15 Rounds)

1. Mike Hacker (H-D), Prince George, VA	(39/1 win)
2. Jess Roeder (H-D), Monroeville, OH	(38/1 win)
3. Nate Wait (H-D), Lodi, CA	(34)
4. Shaun Russell (H-D), San Jose, CA	(25)
5. J.R. Schnabel (H-D), West Bend, WI	(23)
6. Georgie Price IV (H-D), Sicklerville, NJ	(22)
7. Scott Stump (H-D), Marion, OH	(21)
8. Johnny Murphree (H-D), Paso Robles, CA	(15)
9. Jay Springsteen (H-D), Lapeer, MI	(13)
Jason Fletcher (H-D), Gaylordsville, CT	(13)



SCOTT STUMP

AMA 600cc NATIONAL CHAMPIONSHIP SERIES

(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH	(23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ	(19)
3. Ricky Graham (Hon), Salinas Valley, CA	(16)
4. Rich King (Hon), Waterloo, IA	(15)
5. Charlie Orr (Rtx), Dallas, TX	(14)
6. Roger Durkee (Rtx), Dudley, MA	(13)
7. Brett Landes (Rtx), Los Gatos, CA	(12)
8. Kevin Atherton (Rtx), White Pigeon, MI	(11)
9. Davey Camlin (Rtx), Rock Island, IL	(10)
10. Terry Poovey (Rtx), Euless, TX	(9)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 3 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA	(90/3 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC	(59)
3. Michael Lafferty (KTM), Millville, NJ	(51)
4. Kevin Hines (CRE), East Wareham, MA	(50)
5. Steve Hatch (Suz), Ithaca, NY	(48)
6. Matt Stavish (KTM), Blaine, MN	(15)
7. Kelby Pepper (Kaw), Center, CO	(14)
8. Patrick Garrahan (Kaw), Boulder Creek, CA	(13)
9. Jason Dahners (KTM), Redmond, WA	(12)
10. Tim Tabor (Hon), Moline, IL	(11)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES

(After 4 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA	(94/1 win)
2. Ty Davis (Kaw), Hesperia, CA	(90/3 wins)
3. Paul Krause (Kaw), Irvine, CA	(71)
4. Destry Abbott (KTM), Phoenix, AZ	(65)
5. Jeff Capt (Hon), Glendora, CA	(59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA	(58)
7. Donnie Book (Kaw), Gypsum, CO	(44)
8. Abe Baumann (Kaw), Garden Grove, CA	(42)
9. Jim Gray (KTM), Gunnison, CO	(41)
10. Steve Hengeveld (Kaw), Phelan, CA	(32)



GEOFF AARON

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA	(96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY	(75)
3. Jason Dahners (KTM), Redmond, WA	(67)
4. Eric Mashbir (Hon), Oakland, CA	(41)
5. Brian Garrahan (Kaw), Boulder Creek, CA	(39)
6. Cole Marshall (Hon), Boulder Creek, CA	(38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA	(30)
Scott Summers (Hon), Petersburg, KY	(30/1 win)
Ty Davis (Kaw), Hesperia, CA	(30/1 win)
10. Rob Kopp (Kaw), Mica, WA	(29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES

(After 4 of 12 rounds)

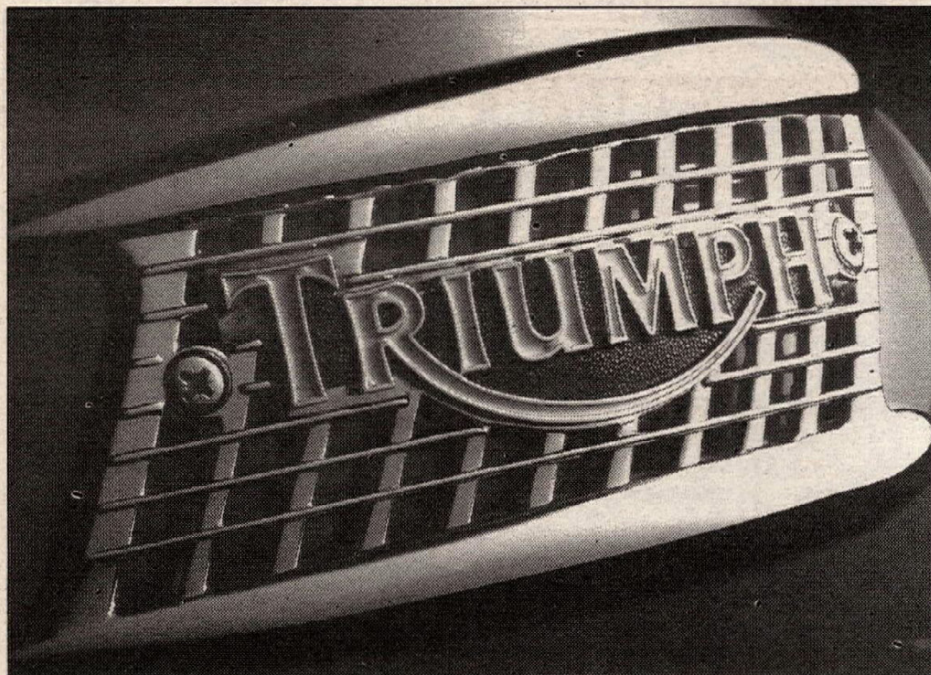
1. Steve Hatch (Suz), Ithaca, NY	(75/1 win)
2. Scott Summers (Hon), Petersburg, KY	(73/3 wins)
3. Randy Hawkins (Suz), Travelers Rest, SC	(62)
4. Rodney Smith (Suz), Oakley, CA	(50)
5. Duane Connor (Yam), Washington, PA	(49)
6. Fred Andrews (Yam), Salem, OH	(46)
7. Keith Johnson (Kaw), Penbrook, MA	(42)
8. Frank Keegan (Yam), Canonsburg, PA	(38)
9. Ty Davis (Kaw), Hesperia, CA	(38)
10. Scott Plessinger (KTM), Hamilton, OH	(34)

AMA/NATC NATIONAL TRIALS SERIES

(After 1 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT	(30/1 win)
2. Ryan Young (G-G), Lexington, KY	(25)
3. Olivier Clamagrand (G-G), Brea, CA	(21)
4. Jess Kempkes (G-G), Lincoln, NE	(18)
5. Mark Manniko (G-G), Aurora, CO	(16)
6. Raymond Peters (Sco), Moreland, NY	(15)
7. Mike Guns (Bet), Canada	(14)
8. Matt Moore (G-G), Sapulpa, OK	(13)
9. Dennis Sweeten (Bet), Salem, OR	(12)
10. Ryon Bell (G-G), Canada	(11)

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Service Technicians

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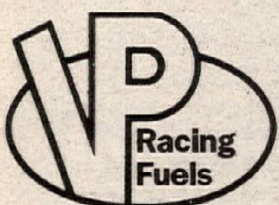
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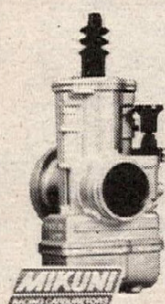
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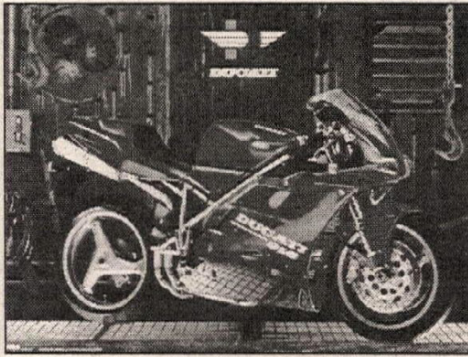
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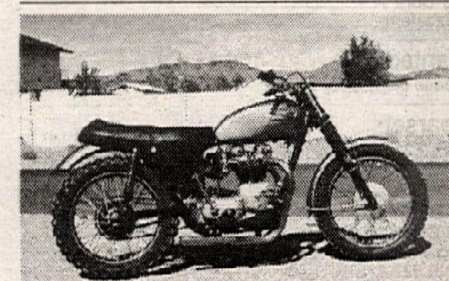
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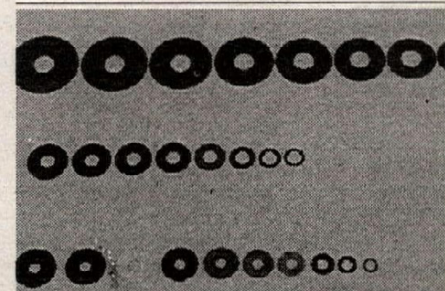
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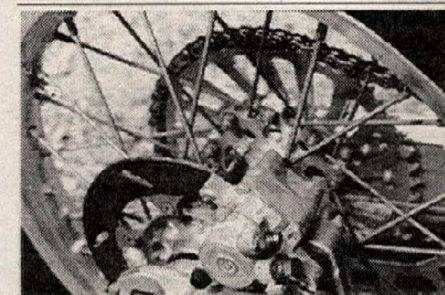
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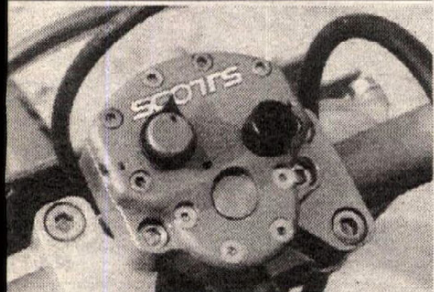
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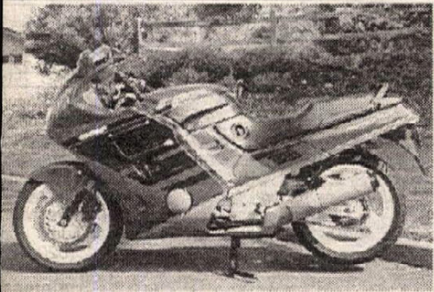
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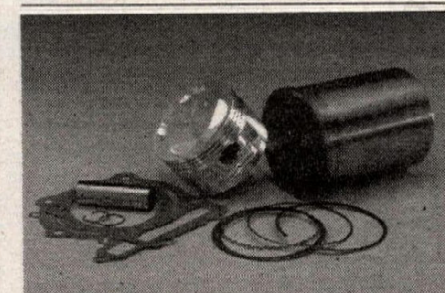
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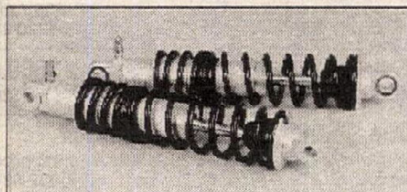
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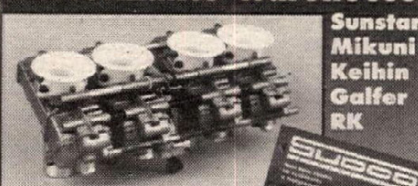
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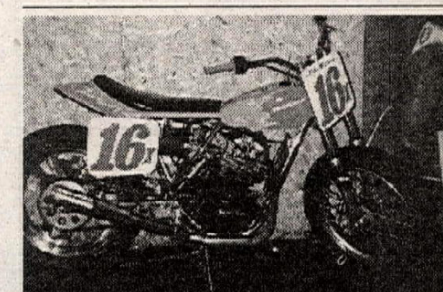
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ADVERTISERS INDEX

300 Below Motorsports.....	57	Eric's Motorcycle Co.....	65	Penske Racing Shocks.....	63
4x4 Specialties, Inc.....	58	Eton Racing.....	65	Performance Engineering.....	62
A&J Racing Service.....	69	Euro-Tech Engineering.....	69	Performance Machine.....	63
A&J Cycle Salvage.....	62	European Cycle Specialties.....	57	Pettersen Pro Suspension.....	40/69
A H R M A.....	45	Event Technology.....	55	Pierce Racing.....	63
A M A Pro Racing.....	67	F&L Company.....	58	Pit Bull Stands.....	57
A-Loop Off Road.....	58	Factory Connection.....	65	Pit Pro.....	62
ACME Suspension.....	69	Falcon Performance Engineering.....	65	PJ1-PJH Brands.....	68
Action Sports Promotions.....	65	FANAF Co.....	58	Platypus Worldwide.....	58
Aerotech Riderswear.....	68	Fast By Ferrari.....	59	Pomona Valley Kawasaki.....	58
AGV-MDS Helmets N.A. Inc.....	68	Fast Company.....	57	Poway Honda Kawasaki.....	58
Airone Inc.....	63	Fineline Motorsports.....	57	Powell Inc.....	61
ALLREDY Canopies.....	61	Finish Line Products.....	66	Pro Action Technology.....	57
Allsport Salvage.....	67	FIMF Racing.....	57	Pro Art Works.....	61
American Honda.....	60	Fontana Radiator Service.....	69	Pro Circuit Racing.....	60
American Jawa Limited.....	61	Fremont Cycle Salvage & Access.....	68	Pro Plates.....	59
American MC Institute.....	66	G F I Racing.....	41,50/53	Pro-Action Suspension-SW.....	68
AMP Racing.....	43,50	Gary Bailey's MX School.....	65	Pro-Vue.....	69
Andrews Yamaha-Kawasaki.....	60	Gas Gas USA, Inc.....	57	R&R Cycle.....	58
Applied Racing.....	64	Glen Helen Racing, Inc.....	45,53	Race Code.....	58
Asai Helmets.....	68	GNC Motorsports.....	50	Race Tech.....	52,67
ATK America, Inc.....	65	Gustafson Plastics.....	62	Racer Productions.....	53
Avon Tire.....	65	Hall's Husky.....	66	Racing Engine Components.....	59
Backroads Adventures B.C., Inc.....	66	Hammerhead Graphics.....	62	Rader Bag, Inc.....	60
Baja Designs.....	62	Hansen Motorcycles, Inc.....	64	Rainbow Cycle Park.....	53
Baja Off Road Tours.....	63	Hap Jones International.....	59	Rajun 2 Wear.....	68
Baja Off-Road Adventures.....	58	Hayward Honda.....	60	Rancho M/C Dismantling.....	67
Banzai Parts.....	68	Held's Hotski.....	63	Regina USA, Inc.....	63
Bare Bones Machine.....	57	Hi-Point Trailers.....	57	Rick Petersen Motor Sports.....	61
Barnett Tool & Eng.....	67	Holmes Performance.....	63	Ridersville Cycle.....	57
Barrett-Hartley-Davidson.....	58	Holiday Canopies.....	58	RM Express.....	58
Beach Yamaha.....	63	Honda of Michigan.....	65	Road America.....	51
Bel-Ray Lubricants.....	35,60	HRP Products.....	63,69	Rocket Rex Racing.....	66
Bell Helmets.....	69	Husky.....	67	Ron Wood Racing.....	66
Berg Racing USA.....	59	I-40 Motorsports.....	66	Roost America Racewear.....	56
Bert's M/C Mail.....	43	I.C.O.....	65	Rodale 66 Classic MC's.....	69
Bieffe USA, Inc.....	63	Indigo Sports.....	67	S R A.....	51
Bike Life.....	69	Inter-State Oil Co.....	59	SBS.....	69
BikeStaz.....	63	International Motorsport.....	62	Seale Communications.....	72
Bill Cody Racing.....	69	International Speedway.....	53	Shock Therapy.....	69
Bill's Pipes.....	59	Iowa Lakes Community College.....	61	Shoei Helmets.....	69
Blendzall.....	68	Italian Connection.....	67	Shoup Enterprise.....	59
Bley USA Inc.....	61	JN Innovations.....	62	Slater Bros.....	57
BMW MC's of Santa Cruz.....	63	JC Motors.....	63	SlamSHY Racing.....	65,66
BMW Of North America.....	67	JT USA.....	61	So-Cal Riding Tours.....	60
Boyesen Engineering.....	59,63	Kawasaki Dealers.....	61	Sole Performance.....	61
Braking USA.....	69	Kawasaki Motors Corp.....	58	Spectro Oils of America.....	68
Bridgestone Tire.....	5,17	Ken Maely Enterprises.....	62	Sprocket Specialists.....	59
Budd Creek MX Park.....	49	Kev-co/Stubbs Racing Products.....	58	SSC MX.....	53
Buell Motorcycle Co. Inc.....	60	KK Motorcycle Supply.....	52	Star Racing.....	57
C&J Racing Frames.....	57	Klem Research.....	62	Starwest Supercross Park.....	53
C P C.....	57	KTM Of Mojave.....	62	SlickerPoint USA, Inc.....	65
C.R.E. Imports Inc.....	58	KTM Sport Motorcycle USA.....	61	Stocker's Starters.....	62
Cajun Mountain Motorsports.....	68	L & R Racing Products.....	61	Storz Performance, Inc.....	65
Calhoun Motorsports.....	56	Lamson Porting.....	69	Sudo International.....	65
California Racing Club.....	53	Langcourt Limited, Inc.....	67	Sunstar Engineering.....	33
Can-Am.....	69	Legacy Motorsports, Inc.....	61	Super Flow.....	33
Carb Parts Warehouse.....	56	Letko Competition Cycles.....	59	Superbike Mike Engineering.....	61
Carbon Tech.....	65	Lightweight Products.....	65	Supertrapp Industries.....	65
CBR Bearing Co.....	62	Lindemann Engineering.....	63	Surtyke Racing.....	67
CCM San Jose.....	62	Lodi Motorcycle Club.....	57	SX Sweepstakes.....	46
Champion Racing Frames.....	69	Los Angeles Triumph.....	68	Syed Leathers.....	66
Championship Cup Series.....	62	M.C.C.....	68	Team Calamari YSR.....	65
Chaparral Cycle Supply.....	62	M/C Concepts.....	67	Tech Care Suspension.....	69
Charleston Custom Cycle.....	62	Magnum Distribution.....	67	Tech Products.....	59
Clarke Mfg. Co.....	60	Mammoth Motorsports.....	37	Temple Products.....	60,62
Clean Racing.....	59	Maxima Racing Lubricants.....	68	The Clayton Foundation.....	59
Clear Vu Wonder Shield.....	45	McGraw Insurance Service.....	63	Thousand Oaks Yamaha Kawasaki.....	68
CMA.....	53	McGraw Engineering.....	65	Titanium Advantage.....	56
Cometic Gasket.....	50	McIntire Motorcycle Tire.....	38,59	Tony D MX School.....	67
Competition Tire East.....	69	Mid Cities Honda Kawasaki.....	65	Tony Doukas Racing.....	66
Composites Unlimited.....	69	Mika's Cycle Parts.....	68	Too Tech Suspension.....	66
Cope Racing.....	67	Moroney's H-D.....	61	Torco Racing Oils.....	62
Copper Gaskets Unlimited.....	61	Moto America, Inc.....	61	Town & Country Cycle.....	55
Cosmopolitan Motors.....	61	Moto Cycle.....	66	Travelade.....	69
Cycle Concepts Inc.....	65	Moto Liberty Cycle.....	66	Trick Racing Fuel.....	58
Cycle Express.....	63	Moto Line.....	67	Triumph Motorcycles.....	56
Cycle News On-Line.....	41	Motocross 338.....	48	TSR.....	45
Cycle News Sub.....	3	Motocross Racing Assoc.....	67	Two Brothers Racing.....	63
Cycle Pros.....	68	Motoman.....	53	UFO.....	67
Cycle Radiators of Arizona.....	59	Motoplast/PVL Ingitions.....	53	U.S. Maico/Wulfsports.....	68
Cycle Recyclers.....	61	Motorsport.....	65,66	Upstate Cycle.....	60
Cycle Service Racing.....	45	Motorcycle Accessories Unlimited.....	60	USA Sports.....	67
Cycle Specialties Athens.....	68	Motowest Ent/JAMP Racing.....	35	Vance & Hines Motorcycle Center.....	56
D&D Motorcycle Service.....	69	Moving????.....	67	Vanson Leathers.....	62
D.I.D.....	61	MSI Trailers.....	59	VP Racing Fuels.....	56
Daytona International Speedway.....	61	Myler's Radiator.....	59	WEPA.....	63
Dennis Kirk.....	66	Neanderthal Cycle Salvage.....	65	WCC Wholesale Parts.....	58
Devil Engineering.....	65	Nelson.....	42	Web-Cam.....	58
DG Performance.....	57	New Hampshire International Speedway.....	68	Western Honda.....	69
Dick Allen's Yam. Hon. Kaw. KTM. Sea-Doo.....	51	Nickel Silicon Carbide.....	68	Western Mfg. Corp.....	62
District 37 AMA.....	60	Nitrous Oxide Systems, Inc.....	43,48	Wheel Works.....	68
Donnie Hansen MX Academy.....	69	NMA.....	69	White Bros. Cycle Specialties.....	60
Downers Grove Yamaha.....	67	Nolen Racing, Inc.....	69	Wiseco.....	63
Ducati.....	33,60	North County Yamaha.....	66	Works Connection.....	65
Dunlop Tire.....	57	North Texas Yamaha.....	62	Works Enduro Rider/WER.....	65
Dynatek.....	69	North West Maico & CZ.....	60	Works Performance Products.....	66
Earl Small's H-D.....	65	Northwest Sleeve, Inc.....	43	WorldSports.....	24,25
East Coast Cycle Inc.....	59	Oakland Sports Center.....	69	Yamaha Dealers.....	65
EBC Brakes.....	59	Off Road Specialties.....	58	Yamaha Motor Corp.....	60
El Lubricants N. America.....	61	Orange County Suzuki.....	59	Yeager Cycle Sales.....	60
Elite Performance Products.....	59	Over The Hill Gang.....	51	Yoshimura R&D.....	67
Engine Dynamics Co.....	59	Pacific Plastic Repair.....	49,59	Z Racing.....	60
Engines Only.....	59	Penguin Roadracing School.....	65	Zero Nine Mfg.....	65
Enzo Racing.....	59				

1995 BMW R1100GS

White, 1,500 miles, \$9,500. Days: (909) 884-4776; Eves: (909) 884-4962. CA (318-20)

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New and used sales. Take anything on trade. In stock 916s, M900s, 650 Larios, 900SS other models available too. 1(800) 52-BIKES. (201-TFN)

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1995 CR500

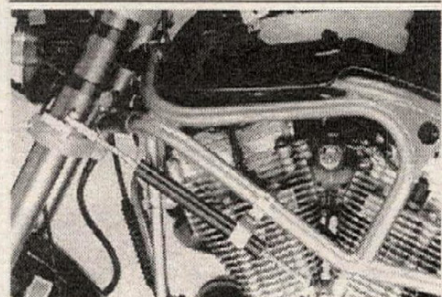
Vet-owned. (805) 268-0136. CA (318-21)

Parting-Out

1991 Ducati 851 Superbike, stock. 1985 Yamaha RZ500, stock. 1993 Honda CBR900 with Fox shock, "LE" forks, race glass. 1996 VFR front wheel. (414) 648-2867. WI. (318-21)

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16 position adjustable, rebuildable GCB Ceriani damper permits full fork movement. Mounting hardware and instructions included. \$265. Storz Performance. (805) 641-9540. CA (218-20/P)

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Wanted: TZ 750 Parts

Radiator, stock expansion chambers, ignition system. Call Ray: (415) 593-3121. CA (318-21)

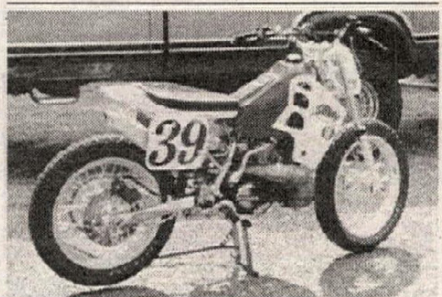
600cc WOOD ROTAX, nickel frame, Works Performance, Ceriani, Kosman, extra 500cc cylinder, head and exhaust. Many more spares. \$7,000. (810) 378-5308. MI (118-20)

FRAMES FOR SALE: '89, '90, '91, '93 GSXR 1100, '94 ZX9, '94 ZX7, '93 ZX11D, '92, '93 CBR600, F2, '90 Katana 600, '89 Katana 750, call Adam (708) 339-2330. IL (118-20)

ALUMINUM REARSETS FOR 1991 thru present Ducati 900SS \$225. (602) 502-8415. AZ. (118-20)

78 Yamaha SR500

Supertrapp, Mikuni. \$2,200. (609)894-4326. NJ. (319-20)



CR 500 Dirt Tracker

Marzocchi forks, single Fox shock, custom built frame works on any size, style of track, nickel coated, Grimeca brakes, ridden in Pro-Am, class, very fast and trick, eats Rotax's. Buying home must sell \$5,000./obo. (206)889-2689. Leave message. WA. (119-20/P)

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New condition. Less than 10 hrs. Street or track, \$5,900. Call John (916)898-0716. CA. (319-24)

ZX6R STOCK exhaust, \$200. Corbin seat ZX6R, \$135. Vanson one piece MKII custom made leathers. Full body armor fits 6', 195 lbs. Blue/white/yellow, worn three times. \$725. Ducati, red bike cover \$35. Speed mode back protector \$30. (516)932-0974. NY. (119-20)

'89 ATK 250

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MZ MZ MZ

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(414)734-8052. WI (319-22)

1989 CR 500, great condition, stock and desert tanks. Many accessories. Call for details. \$1,695./obo. (310)459-2221. CA. (319-21)

Wanted Youth Leathers

Dirt track size 27", waist 4'5" tall. (810)694-3944. MI. (319-22)

RZ350 Race Bike

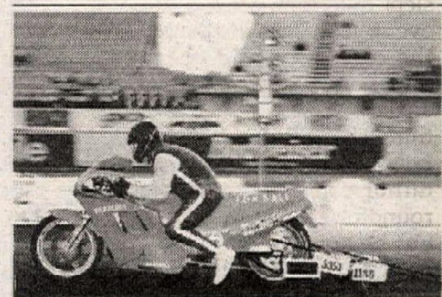
Ported, chambers, Lectron, carbs, CBR600, front-end, FZ swingarm, Ohlins shock. Will consider parting out. \$1,000. (719) 687-0663. CO (319-20)

1990 HONDA HAWK GT. Red, stock, as new condition. 5K miles. Unmounted Targa fairing. \$3,200. 1990 Honda VTR250. Perfect. 10K miles. \$1,950. Dick (617)259-0846. MA. (319-21)

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GSX-R1100, CBR, ZX-6-11, FZR. (714)364-3854. CA. (319-21)



'89 GSXR 1186

Fresh Babor Motor, NOS, D&G Chassis, 8.60 sec, 158 mph on Nitros, 8.80 Gas, Electric, Self-Start, \$5,000. Leave message 9 am-7pm. (813)392-7506. FL. (319-20/P)

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Ducati Blowout Sale

'96 CR 900, M900, 916's at low low prices. Ask Warren. (800)530-5746. MO. (219-20)

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New '96 CR 250 \$2,595 with carb. '96 CR 125's available. Price includes CDI and Coil. Can UPS. Williamson Honda, Mill Hall, Pa. (717)726-3343. PA. (219-21)

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'92 Husaberg 350

\$2,600. Excellent. (800) 720-5003. (616)754-6800. MI. (319-22)

★★★1995 Gas-Gas JT16★★★

New condition, new plastic Renthal bars, sprocket, maintenance video. Deliver within 500 miles. \$3,850. Phone (219)304-2207. IN. (319-20)

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1994 900SP S/N19 excellent original condition, jetting and gearing changed, 5,600 miles. \$8,900, or dual purpose bike (KTM, XLR, etc.) as partial trade. (414)826-7312. WI. (319-20)

1990 NSR250

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Marzocchi Forks

Marzocchi forks. Spare parts, extra springs. \$600. (619)632-9981. CA. (319-21)

Wanted CBX6

'79 or '80 original condition. Please call Andres day-time. (212)463-9105. NY. (319-20)

RS600 Honda Wanted

Engine, engine parts, exhaust system, and chassis parts wanted. Mark (218) 233-1982. MN. (319-22)

1975 CB400F Great Shape

\$1,300. 9,000 miles. Yellow. (814)235-3704. PA. (319-20)

'94 DR650

Electric start. Excellent. \$2,600. (800)720-5003. (616)754-6800. MI. (319-22)

BB LEATHER (606) 336-7375. KY (112-21)

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KTM of Mojave has all the popular models of KTM's in stock now. Call for special pricing, and ask about

A VIEW FROM THE FENCE

By Eric Johnson



"It was an old-fashioned, down and dirty, classic outdoor motocross race," claimed San Bernardino national motocross promoter Bud Feldkamp as he stared at the mind-boggling number of automobiles scratching and clawing to find a way out of Glen Helen Raceway. The event was over, and now hours later, the spectators who had lined the formidable circuit were still in the midst of exiting the parking lots.

The morning of the Glen Helen National, Feldkamp was nervous. In fact, he claimed that he had not really slept much the entire week prior to the event. Not only did he lose sleep from the constant grind of putting all the pieces of the event together, but from the anxiety caused by wanting to do everything right. Feldkamp admitted that he knew down deep that there were a few minor problems and challenges surrounding the fast-approaching national, but he also knew that he and his staff had put their best foot forward in attempting to create a world-class event in the Southern California region.

Feldkamp and his crew were starting with their backs against the wall. In 1993, the last national-level professional motocross to be held in Southern California took place at Glen Helen. The event ran in early August and did not go well. The course was clapped-out in appearance and the overall atmosphere was severely lackadaisical, primarily due to the heat that registered in the 110-degree range all afternoon. But the problems were deeper than atmosphere. In 1990, Roger DeCoster and his friends and supporters in the Southern California-based motorcycle industry were able to entice the FIM sanctioning body into granting the Southern California area a 500cc United States Grand Prix. Glen Helen was the chosen site and the inaugural event was a raging success as over 15,000 spectators came out to witness the event that was said to resonate of the '70s-era Carlsbad U.S. GP. The event again came off well in 1991, although there were whispers that it was not quite as good as the year before. In 1992, the

Grand Prix was moved up to May on the FIM schedule and took place on a cool, gray day. The race atmosphere matched the weather. The 500cc class had become a second-class citizen in Europe as the 250cc division was now declared to be the premier classification of FIM World Championship Motocross. What resulted was a division that lacked star quality and exotic machinery.

The situation was not much better in America. The AMA 500cc class was in the twilight of its life in the United States as a lack of fan appeal and manufacturer involvement sounded the death knell of the division. The net result of these factors was a 500cc U.S. GP that no one cared about. Spectator interest had dropped off and the buzz that was so apparent at the '90 and '91 Grands Prix was all but gone. To finish the matter off, the FIM And AMA ended up in a war over Grand Prix-sanctioning financial terms, and the event was dead for good.

Then in 1993, the AMA granted a Southern California-based promoter group a 125/250cc National date. When the event ran that sweltering-hot afternoon, it was missing all of the soul and atmosphere that had made the aforementioned U.S. GP so special in the years prior. While spectator attendance was good at the national, the combination of a track that seemed like an afterthought, awe-inspiring heat and rancid, dark-brown smog sent many a spectator home apathetic and unfulfilled.

It was later announced that the AMA National Motocross series would not be returning to Southern California; they were being dropped from the schedule. Not many tears were shed. The most important off-road motorcycle market in the world was again without an event.

Which brings us to the 1996 Glen Helen National. From my arrival at the park at 6:30 Sunday morning I could feel that the event was going to be special. The circuit looked impressive as a multitude of colored flags, banners, hay bale covers and awnings surrounded the entire track. It looked like an opulent, big-time, professional motocross circuit -

the way a motocross circuit is supposed to look. A comprehensive "manufacturers' midway" was set up and was represented by a wide array of companies that ranged from Troy Lee Designs to Skoal Tobacco to L.A. Cellular. The midway was well thought out and well received. It was quite apparent that this part of the event was not done as an afterthought.

The track itself was laid out with the spectators in mind as the bright-orange snow fence pushed right up against the track in many sections. In addition, the circuit itself was in great form as the track wound up and down the steep hill-sides and incorporated a number of impressive obstacles including a, high-speed bowl turn the likes of which I have never seen before and a downhill jump that launched the riders into space, making them look like Olympic ski jumpers as they dropped down the face of the hill.

In fact, later that afternoon when asked what he thought of the circuit, Bob Hannah, who has raced on nearly every major Southern California National track in the past decade exclaimed: "With the exception of some dust, these guys did a great job with what they had to work with. I mean, look at that downhill jump, the thing is awesome."

At about 8 a.m. the spectators started to pour into Glen Helen. It seems that some of the negativity and disappointment Southern California motocross fans may have felt in recent years had been forgiven. As the qualifying motos began at approximately 10:30 a.m., the traffic jam to enter the park had reached colossal proportions. Rumors began to surface that the line of traffic had caused complete gridlock stretching well beyond Interstate 215 a few miles from the track. In fact, the California Highway Patrol was sent in to turn people away. A number of would-be spectators were reportedly told to turn around and head home - supposedly there was just no more room to park cars. By the time the American national anthem was played to kick off the event, some 20,000 spectators were said to be clinging to the hills

and snow fence surrounding the circuit.

From the drop of the gate the racing was intense and impressive as the enthusiastic crowd roared their approval time and time again. The first 125cc moto was a thing of beauty as future American motocross heroes Robbie Reynard and Kevin Windham rode their screaming, tapped-out 125s around the Glen Helen circuit in a quest for the moto win. Windham would come out on top, going on to win his first national overall with an impressive second-place finish to veteran Steve Lamson in moto two. The first 250cc moto had the enthusiastic crowd ranting and raving as Jeremy McGrath grabbed the holeshot, only to be passed by popular South African Greg Albertyn who immediately pulled out to a four-second lead. As the moto wound down, Albertyn began to fade ever so slightly, perhaps due to the 95-plus-degree heat, and McGrath began to reel him in. With less than three laps remaining, Albertyn suffered a slight miscue on one of the downhill turns, handing the moto win over to McGrath. The crowd, split in their allegiance to the two riders, ate the whole thing up. McGrath would go on to dominate the second moto and claim the overall win before his home crowd.

As the sun began to arc over the scrub-filled hills of Glen Helen Park, a number of people had smiles on their faces. It seems that American professional motocross had returned to Southern California in a major way. The Glen Helen National, by all accounts, was a major success. The racing was great, the circuit was challenging and formidable, the sun was out and the massive turnout of spectators went home stoked (with the exception of those stuck in the traffic jam, perhaps). But perhaps more than anything, the event had something that cannot be measure with graphs, charts or numbers - it had soul. Let's hope the Glen Helen National is here to stay. If the recent Sunday afternoon is any indication, it is.

CN

LOOKING BACK...

25 YEARS AGO...
JUNE 1, 1971

Junior-class rider **Kenny Roberts** upstaged the Experts at a Sacramento, California, short track. Roberts easily won the 15-lap main event over a field that included **Jim Rice**, **Jim Odom** and **Dick Mann**... **Evel Knievel** presented a \$10,000 motocross on the Idaho site from which he planned to jump the Snake River the following year. **Robert Grossi** pocketed \$1,800 for the Open Expert win... **Don Castro** was the Expert-class winner at an AMA Pro half mile in Tulsa, Oklahoma. **Ray Johnston** was runner-up with **Robert Lee** in third.

15 YEARS AGO...
MAY 27, 1981

Three-time 125cc National Champion **Broc Glover** proved he could handle a big-displacement bike by posting a 1-1 score in the first round of the AMA 500cc National Championship Motocross Series. **Darrell Shultz** was second overall... **Randy Mamola** domi-

nated the first 500cc Grand Prix of the season at Austria's Salzburgring, smashing the old 116.05-mph lap record of **Kenny Roberts** by completing a circuit at 117.41 mph... **Bo O'Brochta** topped the Top Fuel class at the NMRA Southeastern Nationals at Florida's Gainesville Raceway. **Mike Bruso** got the last laugh in the Funny Bike class, and **Terry Vance** took a very close win over **Mike Keyte** in the Pro Stock final, 9.02-9.03 seconds.

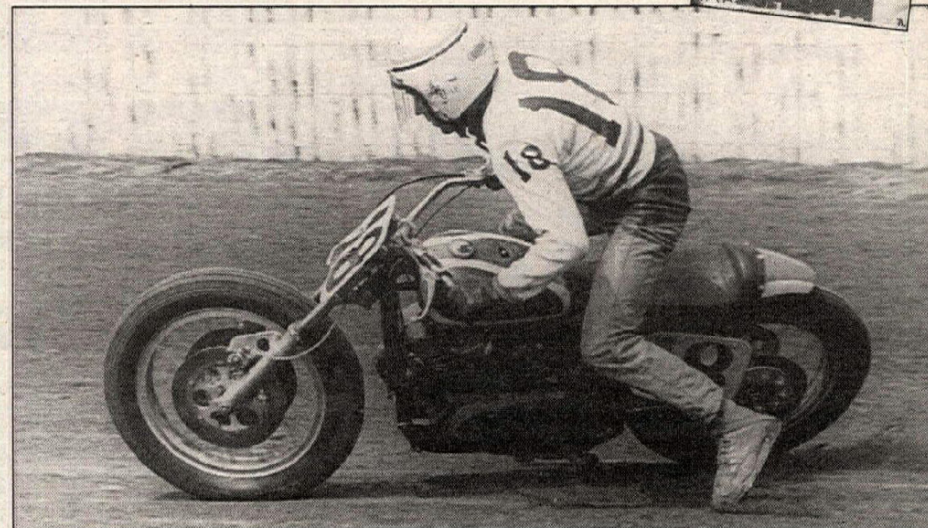
5 YEARS AGO...
MAY 29, 1991

Shown on the cover, **Michael Doohan** celebrated victory at round four of the World Championship Road Race Series, held in Jerez, Spain. The win gave the 25-year-old Australian the series point lead over World Champion **Wayne Rainey**, who finished third behind **John Kocinski**... Defending Camel Supercross Series Champion **Jeff Stanton** won the Ruther-

ford, New Jersey, round after a race-long duel with **Damon Bradshaw**. The two traded the lead three times in a single lap. **Mike LaRocco** was a distant third, while series leader **Jean-Michel Bayle** was fourth... California Governor **Pete Wilson** signed into law a bill requiring all motorcyclists in the state to wear protective headgear or face fines of

up to \$100 for the first offense. California thus joined 23 states and the District of Columbia in requiring helmets.

CN



Mert Lawwill slides his Jim Belland-tuned Harley-Davidson at the Peoria TT National in 1969. Photo from Cycle News Archives.

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MAY 1996 SCHEDULE ON ESPN2

Original Show Telecast

Repeat Telecast

EASTERN TIME

Saturday	5/4	11:30-12:00pm	& Saturday	5/4	11:30-12:00am
Friday	5/10	11:00-11:30pm	& Saturday	5/11	11:30-12:00pm
Friday	5/17	11:00-11:30pm	& Saturday	5/18	11:30-12:00pm
Friday	5/24	11:00-11:30pm	& Saturday	5/25	11:30-12:00pm
Friday	5/31	10:30-11:00pm	& Saturday	6/1	11:30-12:00pm

PACIFIC TIME

Saturday	5/4	8:30-9:00am	& Saturday	5/4	8:00-8:30pm
Friday	5/10	8:00-8:30pm	& Saturday	5/11	8:30-9:00am
Friday	5/17	8:00-8:30pm	& Saturday	5/18	8:30-9:00am
Friday	5/24	8:00-8:30pm	& Saturday	5/25	8:30-9:00am
Friday	5/31	7:30-8:00pm	& Saturday	6/1	8:30-9:00am

Join MotoWorld in May to watch Jeremy McGrath's incredible run at an unblemished Supercross season! Fourteen? ... Fifteen? ... Tune in to see Honda's No. 1 assault the record books with all the grace of a good old-fashioned street mugging.

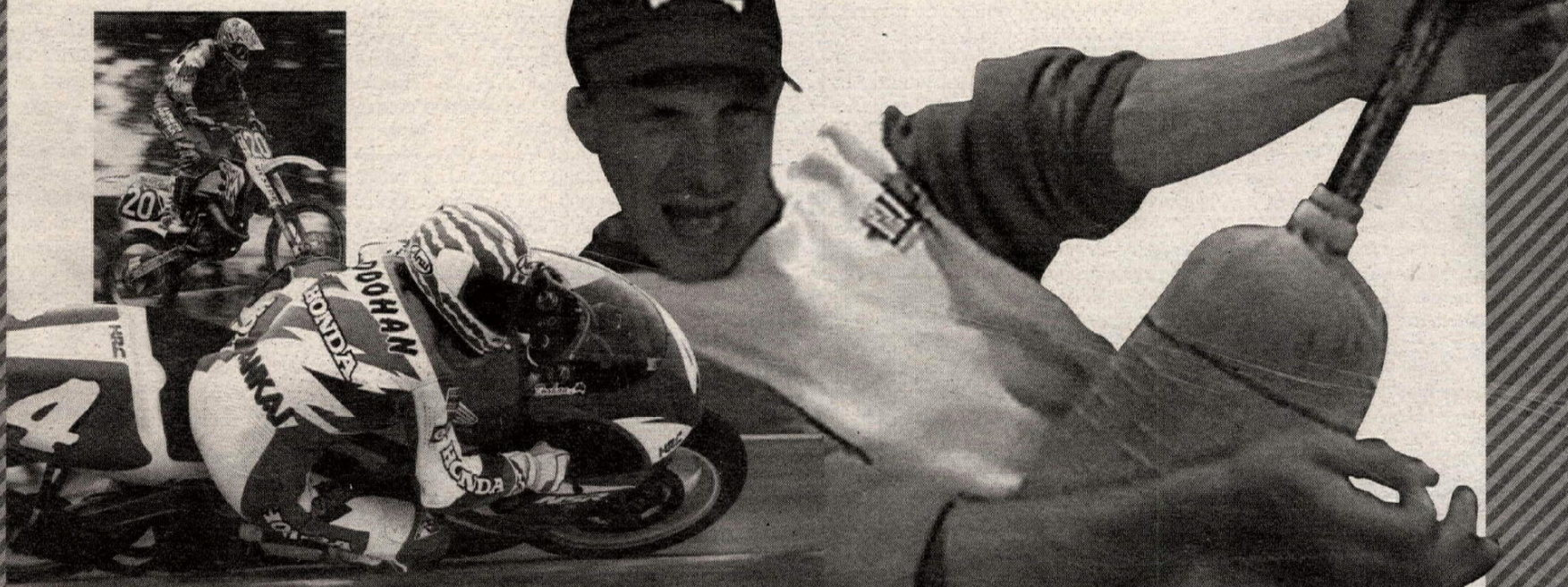
Plus, footage from the Spain and Italy GPs, the Acerbis World Report and news from AMA Road Racing and Dirt Track.

The world will be watching ... You should too!

Dr. J behind the wheel, let's hope not! From the Toyota Grand Prix to Richard Petty's Driving School - it's cars, cars, everywhere on MW2.

Two-wheel greats put the pedal to the metal at Charlotte Motor Speedway. See Smokin' Joes Honda teammates Crevier and DuHamel take to the high wall against Suzuki off-road factory team rider Randy Hawkins and team Yoshimura Suzuki Superbike rider Aaron Yates.

The instructors were all ready to teach'em, but they just couldn't catch'em!



U.S. Supercross Series

1996 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

Tampa, FL	Wed 5/15	12:30-1:30am	& Tue 5/14	9:30-10:30pm
Pontiac, MI	Tue 5/28	12:30-1:30am	& Mon 5/27	9:30-10:30pm

1996 SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

St. Louis, MO	Sun 5/12	3:00-5:00pm	& Sun 5/12	12:00-2:00pm
Denver, CO	Sun 5/26	5:00-7:00pm	& Sun 5/26	2:00-4:00pm

1996 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Charlotte, NC	Sat 5/11	12:00-2:00pm	& Sat 5/11	9:00-11:00am
St. Louis, MO	Fri 5/24	9:30-11:30pm	& Fri 5/24	6:30-8:30pm
Denver, CO	Wed 5/29	4:00-6:00pm	& Wed 5/29	1:00-3:00pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Sacramento, CA	Fri 5/24	7:30-9:30pm	& Fri 5/24	4:30-6:30pm
Glen Helen, CA	Fri 5/31	8:30-10:30pm	& Fri 5/31	5:30-7:30pm

1996 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Sacramento, CA	Fri 5/24	2:30-4:30pm	& Fri 5/24	11:30-1:30pm
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1996 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

Sacramento, CA	Sat 5/25	1:00-2:00am	& Fri 5/24	10:00-11:00pm
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World Grand Prix Series

1996 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

GP of Japan	Tue 5/7	12:30-1:30am	& Mon 5/6	9:30-10:30pm
GP of Spain	Mon 5/27	1:00-2:00am	& Sun 5/26	10:00-11:00pm

1996 SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

GP of Spain	Tue 5/28	8:30-10:30pm	& Tue 5/28	5:30-7:30pm
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1996 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

GP of Spain	Tue 5/28	8:30-10:30pm	& Tue 5/28	5:30-7:30pm
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